

**WIN**  
£540 Japfest Ticket Giveaway



Liberty Walk's Kato-san cuts up a classic Lambo\*

## MODIFIED MIURA

\*A replica. He's not that mad



## WACKY WAGONS

Our guide to the fastest load-luggers around

# FAST car

WWW.FASTCAR.CO.UK

DEFINING CAR CULTURE SINCE 1987

**DIY TUNING TRICKS**  
MAKE YOUR CAR FASTER FOR 20p

## BORN SLIPPY

The wide-arched Nissan S15 destined to drift



## TRENDS SPECIAL

We take a look at what's hot in 2018



MCLAREN MP4-12C DAILY DRIVER



UK'S LOWEST EG



RACE-INSPIRED R32 GOLF



BADASS BMW E92



£4.95  
23  
SPRING 2018  
FC393  
9 770951 749242

**MORE:** Products • Tests • Posters • Detailing Kitbag Showcase



# TARMAC



01332

## RALLYARMOR® PREMIUM RALLY MUD FLAPS



- STRONG
- FLEXIBLE
- IMPACT RESISTANT URETHANE
- RALLY STYLING

UNIVERSAL MUDFLAPS  
FROM £35



BASIC MUDFLAPS  
FROM £60



CLASSIC MUDFLAPS  
FROM £92.55



URETHANE MUDFLAPS  
FROM £118



**There's exhaust systems, then there's  
Ark Performance exhaust systems**  
Xtreme Quality makes Xtreme Performance



LOWERING  
SPRINGS



COILOVERS



EXHAUSTS



**cosmis**  
racing wheels



**forgestar**



**gram**  
LIGHTS  
LIGHT WEIGHT CONCEPT



**JAPAN RACING**  
WHEELS



"We have a vast range of performance exhaust systems and exhaust related products, suspension upgrades, superchargers

[WWW.TARMACSPORTZ.CO.UK](http://WWW.TARMACSPORTZ.CO.UK)





# SPORTZ

206674

 **COBRA**  
SPORT



Performance Exhausts  
Driving Performance in Exhaust Technology

*Cobra Sport exhausts systems are manufactured from certified grade 304 stainless steel and TIG welded for a superior quality finish and come with a lifetime warranty for the original purchaser, giving you ultimate peace of mind.*

De-Cats from £60

Rear Boxes from £165

Catbacks from £295

**zun/sport**



*All Zunsport grilles are made from premium quality stainless steel wire mesh regardless of whether you choose a chrome, or a black finish*

TOP GRILLES FROM £35.93

REAR GRILLES FROM £41.08

SIDE GRILLES FROM £43.54

FRONT GRILLES FROM £60.84



**ROTA**



VARRSTÖEN



VORDOVEN



**VOSSEN**  
WHEELS



ers, turbo's, brake upgrades, engine products, intakes, vehicle styling, alloy wheels and more, all available to order online.



**SALES@TARMACSPORTZ.CO.UK**





**Kelsey Media**  
Cudham Tithe Barn,  
Berry's Hill,  
Cudham,  
Kent,  
TN16 3AG

#### EDITORIAL

Editor: Jules Truss  
Email: [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk)  
Contributing Editor: Midge  
Email: [james.burr@kelseymedia.co.uk](mailto:james.burr@kelseymedia.co.uk)  
Art Editor: Graham Morecroft  
Email: [graham.morecroft@kelseymedia.co.uk](mailto:graham.morecroft@kelseymedia.co.uk)  
Web Editor: Glenda  
Email: [glenn.rowswell@kelseymedia.co.uk](mailto:glenn.rowswell@kelseymedia.co.uk)

#### ADVERTISEMENT SALES

Director: David Lerpiniere  
[David.Lerpiniere@talkmediasales.co.uk](mailto:David.Lerpiniere@talkmediasales.co.uk)  
Tel: 01732 445326  
Head of Performance Motoring: Sarah Halls  
[sarah.halls@talkmediasales.co.uk](mailto:sarah.halls@talkmediasales.co.uk)  
Tel: 01732 446756  
Sales Executive: Martin Jenkinson  
[martin.jenkinson@talkmediasales.co.uk](mailto:martin.jenkinson@talkmediasales.co.uk)  
Tel: 01732 447006

#### PRODUCTION

Team Leader: Melanie Cooper  
Production Supervisor: Joe Harris  
[kelseyemotoring@talkgraphicsuk.com](mailto:kelseyemotoring@talkgraphicsuk.com)  
Tel: 01732 362318

#### MANAGEMENT

Managing Director: Phil Weeden  
Chief Executive: Steve Wright  
Chairman: Steve Annetts  
Finance Director: Joyce Parker-Sarioglu  
Retail Distribution Manager: Eleanor Brown  
Publishing Operations Manager: Charlotte Whittaker  
Audience Development Manager: Andy Cotton  
Brand Marketing Manager: Debra Hagger  
Brand Marketing Manager: Nikolas Lovely  
Events Manager: Katherine Chappell

#### SUBSCRIPTIONS

13 issues of Fast Car are published per annum  
UK annual subscription price: £63.70  
Europe annual subscription price: £74.99  
USA annual subscription price: £74.99  
Rest of World annual subscription price: £82.49

#### CONTACT US

UK subscription and back issue orderline: 01959 543 747  
Overseas subscription orderline: 0044 (0) 1959 543 747  
Toll free USA subscription orderline: 1-888-777-0275  
UK customer service team: 01959 543 747  
Customer service email address: [subs@kelsey.co.uk](mailto:subs@kelsey.co.uk)  
Customer service and subscription postal address:  
Fast Car Customer Service Team  
Kelsey Publishing Ltd  
Cudham Tithe Barn,  
Berry's Hill, Cudham,  
Kent, TN16 3AG  
United Kingdom

#### KELSEY SHOP

[www.kelseyshop.co.uk](http://www.kelseyshop.co.uk)

#### WEBSITE

Find current subscription offers and buy back issues at  
[shop.kelsey.co.uk/toback](http://shop.kelsey.co.uk/toback)

#### ALREADY A SUBSCRIBER?

Manage your subscription online at [shop.kelsey.co.uk/myaccount](http://shop.kelsey.co.uk/myaccount)

#### DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue | London, EC1A 9PT  
[www.seymour.co.uk](http://www.seymour.co.uk)  
Tel: 020 7429 4000

#### PRINTING

William Gibbons & Sons Ltd

Kelsey Media 2018 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit [www.kelsey.co.uk](http://www.kelsey.co.uk), or call 01959 543524.

If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: [data.controller@kelsey.co.uk](mailto:data.controller@kelsey.co.uk) or 01959 543524.

Fast Car is available for licensing worldwide. For more information, contact [bruce@bruceawfordlicensing.com](mailto:bruce@bruceawfordlicensing.com)

[www.kelsey.co.uk](http://www.kelsey.co.uk)



# ED SPEAK

**"H**ow do you pick the cover car?" That's a question we get asked a lot at FC. Well, sometimes it's easy. Sometimes less so. We usually shoot a car specifically for the cover, but on some occasions the car picks itself.

During the show season, cover cars are everywhere. But as winter sets in and new-season refreshes get underway, the best cars tend to go into hibernation, often making cover-worthy automobiles much harder to find. But that isn't always the case, as this issue demonstrates...

As you're already aware, we seem to have a few cars on the cover this month and that's because we couldn't choose between them. We could have given the controversial but totally awesome Lamborghini Miura the main spot. But then what about the bagged, daily driver McLaren 12C wearing a 675 front end, Liberty Walk kit, and hyper gold Rotiform rims? Or there's the built-not-bought slammed EG Civic, the Castrol-inspired R32 Golf, smooth E92 BMW, and last not but not least, the nutty Nissan S15 Silvia.

So this month you haven't just got one cover car, you've got six! I just hope we can find one for next month... Of course we will! We're Fast Car, the greatest car mag on the planet.

Big Love,

*Jules*



**SLIM JULES**  
EDITOR

*"I don't follow trends. I make them. Have you seen my pink suede shoes?"*

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

[jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk)



**MIDGE**  
CONTRIBUTING  
EDITOR

*"I'm without doubt the trendiest team member. I vape and wear Ed Hardy T-shirts."*

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

[james.burr@kelseymedia.co.uk](mailto:james.burr@kelseymedia.co.uk)



**INITIAL G**  
ART EDITOR

*"It's said that fashion does a full cycle. And that's true. I know because I've been around it 10 times."*

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.

[graham.morecroft@kelseymedia.co.uk](mailto:graham.morecroft@kelseymedia.co.uk)



**GLENDA**  
WEBSITE EDITOR

*"I had a beard before they were cool; that's how on trend I am."*

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

[glenn.rowswell@kelseymedia.co.uk](mailto:glenn.rowswell@kelseymedia.co.uk)

## THE EXTENDED FC FAMILY:

**Stavros** ..... The Tuning Guru  
**David Lerpiniere** ..... Advertising Man  
**Steve McCann** ..... Scotty Dawg  
**Sam Preston** ..... Word Wizard  
**Mike Kuhn** ..... US Lens Legend  
**Dan Pullen** ..... Camera King  
**Daniel Bevis** ..... Wicked Wordsmith  
**Chris Wallbank** ..... Amazing Tog  
**Dino** ..... Japanese Correspondent  
**Jon Davies** ..... Show Shooter  
**Damo Hall** ..... Super Sub  
**Alex Powell** ..... Super Sub The 2nd



# CONTENTS

Keep up to date with Team FC on...  
[www.fastcar.co.uk](http://www.fastcar.co.uk), Facebook,  
 Twitter & Instagram



## FRESH GEAR

<b>PRODUCT OF SUPREME AWESOMENESS</b>	<b>047</b>
<b>YET MORE FRESH KIT</b>	<b>048</b>
<b>LIFESTYLE</b>	<b>050</b>
<b>DETAILING KIT BAGS</b>	<b>052</b>
<b>DETAILING TEST</b>	<b>055</b>



## THE CARS

<b>Nissan S15</b>	<b>010</b>
Bright yellow paint, wide arches and neons. Is it 1997? Don't be silly, Nissan didn't launch the S15 until 1999!	
<b>McLaren 12C</b>	<b>024</b>
If your daily driver is a McLaren 12C you might as well make it as practical as possible... by fitting huge Rotiform rims, a Liberty Walk kit, and air ride! True story.	
<b>VW Golf R32</b>	<b>038</b>
The Golf R32 is a future icon. Except this one, which is already an icon.	
<b>Honda Civic EG</b>	<b>062</b>
Is this the lowest Civic EG in Europe? We challenge you to find a lower one.	
<b>BMW E92</b>	<b>074</b>
This sweet E92 is almost as good as Slim Jules's. So it must be good.	



## BONUS FEATURES

<b>TOP 10...</b>	<b>032</b>
... Fast Estate Cars	
<b>DIY TUNING TRICKS</b>	<b>069</b>
Want to make your car faster but you're skint? No worries...	
<b>WHAT'S HOT</b>	<b>084</b>
We take a look at what trends will be big this show season.	



## REGULARS

<b>FRONT END</b>	<b>006</b>
We speak to Santa Pod about Doorslammers, tell you why you should buy a BMW E90 320si, and give you the chance to win Japfest tickets. God, we are good to you lot.	
<b>CARNOGRAPHY</b>	<b>057</b>
It's been a particularly good month for sexy car images. Check these out...	
<b>STAFF RIDES</b>	<b>091</b>
Anyone want to buy a 450bhp, Frozen Grey E92 BMW? Look no further.	
<b>READERS' RIDES</b>	<b>110</b>
Now for the most important cars in the whole world... yours!	
<b>ARSE END</b>	<b>112</b>
Midge is very pleased with his new scrubber, Glenda is visited by a homeless guy, and Initial G gets a new project (OK, admittedly we made that last bit up).	
<b>NEXT MONTH</b>	<b>114</b>
Issue 394 is out on 30 March, which means we'll officially be in spring! Now if that isn't a reason to celebrate by buying the new issue, we don't know what is!	

## WILD CARD

<b>LB Lambo Miura</b>	<b>101</b>
Technically it's a GTD Ford GT kit car Miura replica. But don't tell the purists that.	

## OUT THERE

<b>TAS</b>	<b>019</b>
TAS stands for Totally Awesome Show. Well it doesn't, but it should! Welcome to the Tokyo Auto Salon.	





Show of the Month

# THE RETURN OF **DOORSLAMMERS**

*The legendary heads-up racing event is returning to Santa Pod on 19-20 May*

**N**ot all of today's readers of Fast Car magazine will be familiar with the original Doorslammers event held in the 1970s and '80s at Santa Pod. This gathering was extremely popular for the diehard door-bodied quarter-mile racers – hence the name. It was all about the fastest car and the winner-takes-all prize fund of £1,000. And the great news is that Santa Pod is bringing it back.

Doorslammers will follow the same let the racing do the talking philosophy, but has been updated to fit with today's drag and street racing cultures. Firstly, the prize money has increased to a whopping £75,000 – the largest prize fund ever paid out for this type of event in the UK.

There are seven different classes (see opposite page for more details), so there is a something for everyone. The Big Bracket class is being run on both

days and is for cars capable of running the quarter-mile between 6.99 and 11.99 seconds. The event will be run over two

days and will be shown live across the internet, as well as video highlights on the Santa Pod YouTube channel.





## Event Classes:

- Pro Doorslammer
- Pro Street
- True Street
- FWD
- 4 Cylinder
- 6 Cylinder
- Big Bracket

For more information on these classes and to enter your car, visit [www.santapod.co.uk/doorslammers.php](http://www.santapod.co.uk/doorslammers.php)

**£75,000  
PRIZE FUND**



We caught up with Keith Bartlett, CEO of Trakbak Racing about Doorslammers...

### What made you bring back the Doorslammers event in 2018?

I love fast doorslammers and it will come as no surprise that Pro Modified is my favourite class in drag racing. I'm very proud that I've been instrumental since 1992 in the growth and development of Pro Modified in both the UK and Europe.

The original Doorslammers event became tired and outdated as the gas-guzzling V8s were seen less and less on the big city streets in the late 1990s. We dropped that event off the calendar at the turn of the century. The new wave of youth was into both the Japanese and European modified scene and through films and brands like the Fast & Furious

a new type of street racing scene emerged in the 2000s, along with its own youth culture – just like the V8 Yank culture of the 1970s.

Today with the current trend in the USA of staged street-outlaw racing and the huge success of TV shows like Street Outlaws, I feel the time is right to bring back the Doorslammers, which will fit into all the modern-day street racing cultures.

### How will the format work and who do you expect to enter?

There is a class for everyone, with each class offering large prize funds. Basically, the bottom line is that if you think your car is the fastest, then enter into the Doorslammers and prove it.

The format is quite simple, with very few rules and a very different approach

to the eliminations:

In the six heads-up classes, all rounds will be randomly drawn out of a hat (apart from the finals) and even the lane choice will be drawn out of a hat.

It's not a case of the winner takes all either, as we have prize pay-outs down to the semi-finals and even the quarter finals in some classes.

We anticipate that we will have entries across all classes, including international entries, particularly from Pro Modified and Street Eliminator.

The Big Bracket run on both days (Saturday and Sunday) and will hopefully attract a good amount of entries especially from regular drag racers, who would normally race for little or no prize money – whereas at Doorslammers there is a huge prize fund up for grabs.

## APPRECIATING DEPRECIATION



**E90 BMW 320Si**

**THEN £24,975  
NOW £4,000**

Homologation models are always cool things to own, because they give you great bragging rights in the pub – your car is near-unique because the manufacturer built it specifically so they could go racing, like those mid-engine Renault 5 Turbos or the Lancia Stratos.

Sometimes, however, homologation models are total sleepers, like the E90-generation BMW 320Si. This is a car that cunningly flies under the radar, because everyone just assumes it's a regular boring 320i which has been specced by someone who wanted to make it look a bit nicer. But in fact, this is a WTCC homologation special from 2006, featuring all kinds of fancy tricks. Externally it's got the M Sport Aerodynamic package along with staggered 18-inch BMW Motorsport wheels. But it's when you lift the bonnet the true surprise appears. You're expecting to find a dull 148bhp plodder, but you're confronted with a shiny carbon-fibre cam cover. WTF?

Yeah, this engine was hand-built by BMW F1 engineers, featuring tweaked bore and stroke, aluminium liners, Valvetronic-delete for bigger revs, bigger valves, ported head, and all kinds of other tricks. It kicks out 173bhp at a screaming 7,000rpm. And it's hilarious fun to drive, too.

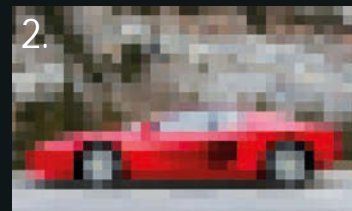
The best part is that, given that people don't know what these things are, the market hasn't cottoned on. You can pick up a 320Si for less than £4,000 these days, which is a bargain for a road car with a hand-built race engine.

BMW only built 2,600 of these worldwide, and just 500 came to the UK – but have a look at the classifieds, you'll find a few there. Grab one, before anyone else realises!

## Quiz Time

Word Search  
There are six prestigious races in here, how many can you find?

I	N	D	I	A	N	A	P	O	L	I	S
M	B	T	I	Q	S	V	N	P	B	G	F
B	H	T	D	O	X	L	I	I	Z	O	X
W	A	M	O	G	Z	E	S	K	M	G	R
P	X	D	N	I	O	O	S	E	L	C	U
Y	B	P	A	J	B	E	B	S	E	U	E
J	F	S	P	Y	P	E	T	P	M	W	D
B	L	V	I	I	T	T	Z	E	A	J	A
R	V	P	G	J	X	O	Q	A	N	W	K
T	Y	V	L	C	N	C	N	K	S	Y	A
K	M	O	N	A	C	O	N	A	C	B	R
Z	Z	H	J	O	R	M	G	G	M	Q	I



Think you know your cars? Test your knowledge for fun, here...

- Q1) Name the wheel?**  
**Q2) Name the car?**  
**Q3) Name the rear cluster?**

Answers are in Arse End over on page 113! Good luck.



## WIN JAPFEST Tickets



Great news! We've teamed up with the lovely people at Japfest to give 10 lucky Fast Car readers a pair of tickets to Europe's Biggest Japanese Car Show!

Each winner will also receive a free show guide and T-shirt. That's 54 quids' worth of stuff for simply hitting the link below and entering your details. We're not even going to ask you a silly question. We're just going to let fate do its thing.

If you don't want to leave your

attendance to the best Japanese car show on the planet to chance, you can pre-order your tickets at:

**[www.japfest.co.uk](http://www.japfest.co.uk)**



*The winners will be picked at random and notified in April. Good luck and godspeed!*



**Enter here...**

**[http://fastcar.msgfocus.com/k/Kelsey-Media/fast\\_car\\_japfest\\_2018\\_competition](http://fastcar.msgfocus.com/k/Kelsey-Media/fast_car_japfest_2018_competition)**

### The Legal Bit...

Entries close at midnight on Sunday 29 March 2018. The draw is final and no correspondence will be entered into. Entry is free. Open to residents of the UK aged over 18. Employees of Kelsey Media and their family members are not eligible to win. Only one entry permitted per person, no bulk entries will be accepted. There is no cash alternative and the prize is not transferable. If any prize or product is lost or damaged during the course of delivery to the recipient, Kelsey Media will provide reasonable assistance in seeking to resolve the problem. However, it will not always be possible to obtain replacements for lost or damaged goods, and in that event, no financial compensation would be payable by Kelsey Media or their affiliates. We reserve the right to cancel the competition, if circumstances change that are beyond our control. By entering you agree to be bound by all the rules. Fast Car will not share your details with any third party without your explicit permission.

**"DO YOU EVER WONDER WHAT GOES ON IN THE MINDS OF THE 'CREATIVE' MANAGERS AT CAR MANUFACTURERS?"**

You know, the guys and girls who think up the TV adverts. Because to be honest, I haven't a bloody clue and the majority of them need sacking.

Take the new VW T-Roc advert. How the bloody hell did that idea come about? Do Volkswagen honestly think people are going to go and spend 20k on a new SUV because it's tougher than a prepubescent goat with an attitude problem? While Vauxhall think we want a car so people can scrounge off the on board Wi-Fi while you're parked up. Is that really the best they could come up with? I guess it might appeal to doggers.

At least Audi seem to know the score. Their R8 V10 Plus dyno advert was pretty sweet. It definitely made me want one, which is a bit of a bastard because I can't afford one.

***The Angry Man***



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)





Driving Mobile Media Innovation

The **new generation** of  
sound has arrived!



Forged from the latest materials to give you  
high resolution audio.



[www.alpine.co.uk](http://www.alpine.co.uk)





# DREAMCATCHER

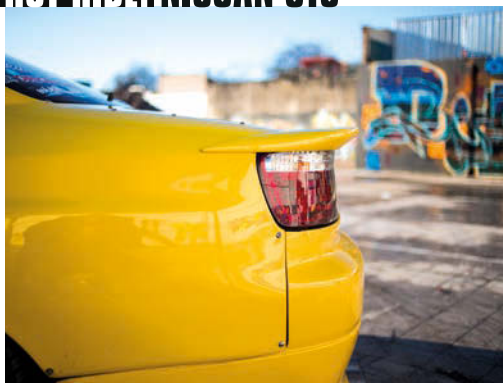
*If you've always dreamed of owning a particular car then one day, unexpectedly, find you've achieved that goal. What do you do - sit there and admire it? Hell, no. You make it faster, and louder, and angrier...*











**WORK Meister L1s – check out the dish on ‘em**



**The front arches have been custom made**

**T**here's an inherent problem with owning an unusual car. It tends to get compared with every other example of that particular car. Let's say you're strolling through Mayfair, and a Rolls-Royce Wraith glides past. "Nice," you think to yourself. And then a Mansory Wraith passes in the other direction, resplendent in aftermarket gold details and glued-on bling, and you think "Hmm... that other Wraith was nicer."

You see, there's the issue – if you'd only seen the second car, in isolation, it would have spoken for itself. Owning an obscure car comes with all sorts of baggage. It's not enough to be a good thing by its own merit, it has to be constantly justifying itself.

Such is the day-to-day life of the UK-based Nissan S15 owner. Despite the current scene hysteria over anything powered by an SR20, along with the growing number of imported S15s on our roads, this generation of Silvia was never officially sold here. As such, a lot of people don't know what it is. And those who do? They'll be mentally comparing it to other S15s they've seen. It's a basic human reflex.

All of this is even more of a personal challenge for Rich Starkey, as this banana-yellow Nissan isn't just another S15 on the scene. It's the fulfilment of a long-held personal dream. And dream cars have [some pretty big shoes to fill.

"It's always been an ambition of mine to own one of these," he confirms, still somewhat starry-eyed at how the dreamworld can occasionally beat the odds and infiltrate reality. "Before I worked at Driftworks, I was a huge fan of Phil and the original Driftworks S15. It was my dream car, although I never imagined I would actually own a car like this." Funny how things work out, isn't it? The car he's referring to there is Phil Morrison's iconic 2JZ-powered drift machine which, while many youths would have posters of Ferrari F40s and the like on their walls, was the car that ticked the boxes for Rich.

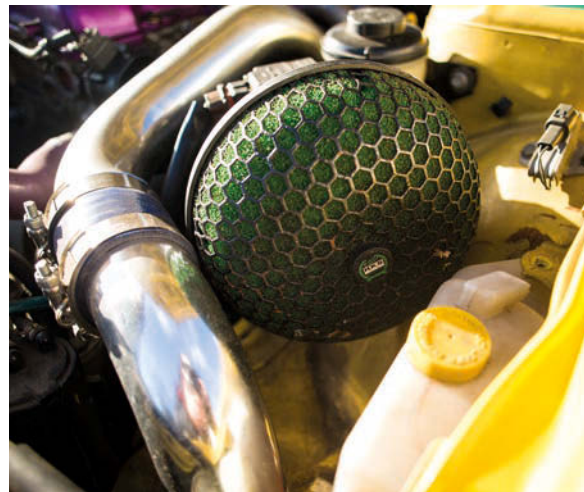
You need to walk before you can run, however, and Rich's modifying history began in the usual humble style; a 2.2-litre Astra G, a cavalcade of Saxos, before levelling up to the likes of Subarus and E36 BMWs. This custard dream machine is the first one he's gone all-out to modify, though – but all of that research has evidently paid off. It helps, of course, to be surrounded by people who live and breathe this stuff. Having been welcomed into the Driftworks family, Rich has fully assimilated. He's one of them. A sideways addict. And you've got to have the right car for that sort of lifestyle.

"This car was imported about three and a half years ago by Driftworks, as we were planning to build a new drift car for Phil," Rich explains, impressively shifting from the humdrum day-to-day into a new life of living

out one's dreams with casual aplomb.

"However, when a black S15 with all the right bits on it appeared on Yahoo! Auctions, I was able to buy this one for myself – so I'm technically the first UK owner. In Phil's words, it was the cleanest S15 he'd ever seen, and it was a nat-asp auto which made it perfect for daily duties."

The story, of course, does not end here. The combination of that cherished dream, and the fact he works somewhere that's so high-octane they're probably spiking each other's coffee with V-Power, meant this was always going to turn into something special. So how long did the car keep its





“People seem to really love it – I drive past  
and the local youth brap me!”



*SR20DET, plus custom race  
exhaust, GFB boost controller  
and various other tricks*







*Personal Trophy steering wheel and We Are Likewise shifter*

automatic gearbox and NA breathing? Yeah, not that long.

"From the outset I wanted to build a car that was different to the rest of the UK S15 scene," Rich grins. "Everyone goes down the traditional drift car look – camber on the front, no camber on the rear, and so on – so I handpicked parts to make my one unique. The front arches in particular have been custom made to remove the vent, and almost make them look OEM."

The turning point in the project came when he bought himself a rotten S14a to pillage for its drivetrain, hoiking out the SR20DET and the five-speed manual to give his S15 the grunt and performance-oriented usability it always deserved.

"Ross at Drift Garage did the conversion for me," he continues. "Craig at Dyno

Torque did the arch cutting ready for the fenders, and Gaz at TJR Bodywork carried out all the fibreglass and paint work. Craig at DynoTorque also hand-made the exhaust, fully tucking it up in the chassis to allow me to run as low as I do without any hitting, and the rest of the work was carried out by myself at Driftworks with the guidance (and mockery) of the team."

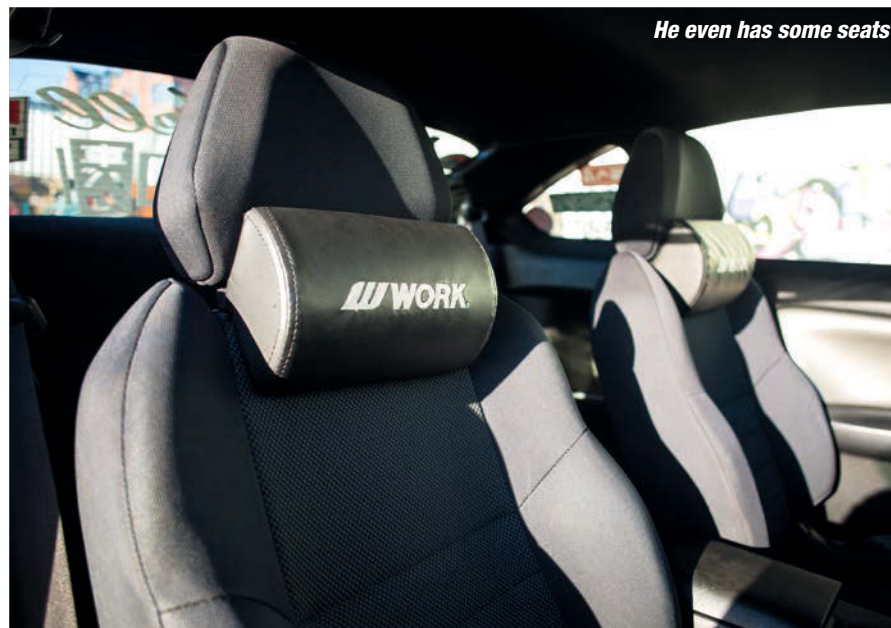
The final specs really are brutal, too. It's often said that wheels maketh the car, and Rich's choice to run staggered WORK Meister L1s here is inspired – just check out the dish on those rears, you could lose your shopping in there.

The nature of where he works means this car now sports a raft of Driftworks-branded upgrades: the coilovers, radiator, intercooler, lightweight flywheel, braided turbo lines and

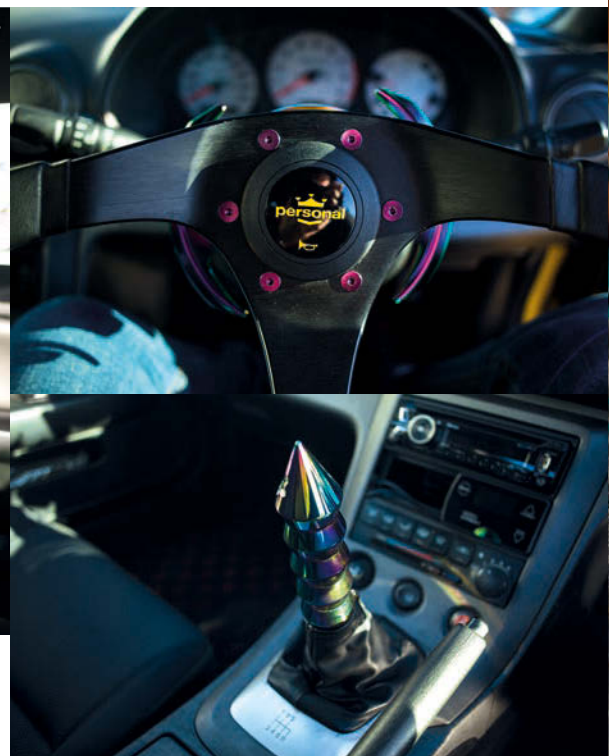
brake lines, front knuckles and alignment arms. It's all pukka DW gear, and it means the chassis is properly set up for the naughtiness the revered SR20DET doles out. Which is just as well, given that the motor is now packing a custom race exhaust, GFB boost controller and various other tricks, hooked up to a 1.5-way LSD to realise those drift-hero aspirations. Seriously, he might as well have fitted wipers to the side windows.

"I try to use the car as much as I can," Rich assures us. "In the summer I use it as my daily, although due to the camber and stretch it is a little wild in the wet! People seem to really love the car – it's low, wide, and the rear dishes are huge.

"I drive past and the local youth brap me! Also, no-one really knows what it is. People



*He even has some seats*





“It’s low, it’s wide, and the rear dishes are huge!”







often stop me and ask, generally assuming it's a Skyline."

The nature of a project car is that you can't stop fiddling with it. You know how that feels. We all do it, and having the job he does, these itchy feet must be even more pronounced in this instance. Despite the S15's blistering spec, Rich is already talking about the next steps – engine upgrades, improved aero, wire-tuck, tubbed arches,

all sorts. It seems that the dream is all-consuming. Once realised, that's never enough. Rich's car just has to keep getting better, faster, more capable, more beautiful... all of which helps to ensure it'll never be an also-ran on the S15 scene.

People don't look at this car and think, "Hmm, that other one was nicer". This is an S15 by which others must be judged. **FI**

### STYLING

Origin Labo Stylish Line front bumper and sideskirts; Origin Labo +50mm rear overfenders; custom Origin Labo +40mm front wings with vents smoothed in; Vertex rear bumper; Origin Labo roof spoiler; 326power boot spoiler; underbody neons.

### TUNING

SR20DET; Driftworks radiator, intercooler, braided turbo lines; Cosworth metal head gasket; ARP head studs; Japspeed race-spec manifold; GFB electronic boost controller; custom exhaust system from elbow back; 5-speed 'box; Driftworks lightweight flywheel; Kaaz 1.5-way LSD.

### CHASSIS

9.5x18in ET-5 (front) and 10.5x18in ET-33 (rear) WORK Meister L1 3-piece wheels – with gloss white centres and brushed barrels; 215/35 (f) and 235/40 (r) Nankang NS20 tyres; prototype HSD 8-pot callipers with 356mm discs; Driftworks braided brake lines, Geomaster 2 front knuckles, alignment arms (toe, traction, camber, tension rod); extended front lower arms (25mm); Driftworks offset rack spacers, Driftworks CS2 coilovers.

### INTERIOR

HKB steering boss; NRG 3.0 quick-release; 340mm Personal Trophy steering wheel; We Are Likewise gearknob; Sony audio.

### THANKS

The entire Driftworks team; Shooting Dave for the photos; Craig at Dyno Torque; and Ross at Drift Garage.

## WHAT'S HOT

**UNDER-CAR LIGHTING** Love 'em or hate 'em, you can't deny how much of an impact under-car lights can have on a motor, especially once the sun goes down. Hot on the mean streets of Japan right now, we're seeing an increasing amount of show cars on British soil opting for this look once more. You might remember them from the Need for Speed: Underground game way-back-when, but trends come in cycles and these coloured light strips are undoubtedly set for a return. What's more, these days they're usually made from a string of simple LEDs, unlike the neon tubes of yesteryear. This is one modification that's surprisingly light on your wallet.



*If you work at Driftworks, it's unlikely your car will remain standard for long...*



# Better Braking Stops Here

Choose from 3 stages of brake system upgrade to suit any vehicle and budget:

STAGE  
**one**

## Sport Discs & Pads

Improve braking by up to 30% from stock.

- 4 brake disc and 5 pad options to choose from.
- Pads are 100% UK made and range from our entry-level street upgrade Greenstuff™, to our flagship sport road material Yellowstuff™, to our highest performing track material Orangestuff™.
- Sold as separates or save 15% if bought as a Pad+Disc kit.



PERFORMANCE PACKS (Yellowstuff™ Pads & Lines)



TRACK PACKS (Orangestuff™ Pads & Lines)

## Pad+Line Kits

Maximise the performance of your vehicle's stock braking system.

- Braided lines give firmer pedal coupled with fade resistant sport pads front and rear.
- Choose 'Performance Packs' with Yellowstuff™ pads for road use or 'Track Packs' with Orangestuff™ race pads for track use.
- Kit includes free Super DOT 4 brake fluid and saves 10% on buying as separates.

STAGE  
**two**

STAGE  
**three**

## NEW Balanced Brake Kits™

The ultimate full vehicle braking upgrade, delivering massively improved braking performance and feel whether used on road or on track.

- 100% UK made lightweight aluminium 4-piston brake calipers.
- Oversize fully-floating brake discs available in 300/330/355mm sizes.
- Kit includes: Calipers, 2-piece floating discs, braided lines (front and rear), Yellowstuff™ pads (front and rear), brackets, brake fluid and all mounting hardware.
- Every EBC kit includes rear pads and rear lines at zero extra cost to you, ensuring every kit results in a fully balanced brake upgrade for maximum braking performance.
- Available soon, contact kits@ebcbrakes.com for details.



From £1,395  
inc. VAT.

Buy direct from

**EBC**  
BRAKES  
www.ebcbrakesdirect.com

Starts in Great Britain, stops all over the world

**EBC**  
BRAKES  
www.ebcbrakes.com



# Not just standard parts!

We offer a huge range of performance and styling products from all the leading brands!

Available from stock.



**Online, Click & Collect or visit your local branch**

**ANY PART FOR ANY CAR**  
**OVER 200 BRANCHES NATIONWIDE**

[www.eurocarparts.com/performance-cars-styling](http://www.eurocarparts.com/performance-cars-styling)







Garage Active's all-carbon R32 GT-Rs are being featured soon

# Tokyo Auto Salon 2018

IT'S TIME FOR OUR ANNUAL TRIP TO ASIA'S GREATEST CAR SHOW...

**W**hat's the one show you absolutely must see once in your life? (Well, other than SEMA.) Put it this way: no event manages to leave you with such an overwhelming feeling of, 'What the hell just happened!?' as the Tokyo Auto Salon does.

Put one foot into the Makuhari Messe exhibition centre and your life will change forever. It's a place where you can meet your JDM heroes, fall in love with Kei cars transformed into 911 Porsches, and decide your next car will definitely have to be a bright orange VIP Toyota Crown on air suspension. Japan can play mind games with you. But thankfully we were there for the 2018 show in an attempt to make a little sense out of it all.

Big cars of the show? We have to kick things off with Kato-san at Liberty Walk, who makes it a point to create controversy at every show he attends. This year he wowed and shocked the international car world by slamming a Lamborghini Miura and sticking overfenders on it (see page 101). It was based on a replica so no harm done



to the collectable historic from Sant'Agata Bolognese!

The Lexus LC proved to be a big hitter considering its price point, a reminder that when the Japanese want to, they can definitely do upmarket. And staying with Lexus, we must throw in a mention for the recently released new-gen LS. The big luxurious saloon will no doubt be populating the VIP and stance scene in a few years and companies like Aimgain are getting in there early. Variety is what keeps the Japanese scene quite so popular around the world and as ever there was so much to see, from drift cars that continue to evolve and sport the wildest of engine swaps to slammed and overfendered Toyota HiAce vans. You know, just because, why not?

But for us, Japan has always stood for one thing above all: performance. And on this side of things it was a pleasure to see that the movers and shakers out there aren't showing any signs of slowing down. HKS had its 800HP GT86 Time Attack beast on show, sporting the new corporate livery. Now named the TRB-03, this beast will be trying to



# OUT THERE: TOKYO AUTO SALON



Read the full story about this on page 101



Rays TE037s are a bit nice



set a new record at Tsukuba Circuit, one that will see times drop into the 49-sec bracket and lower. And with the popularity in Japan of the Suzuki Swift Sport HKS even showed up with another Time Attack machine built to set a new front-engine front-wheel drive (FF) record at the same track. There was much happening at the RAYS booth, with the unveiling of the new Volk Racing TE037 – the next evolution of the legendary TE37 6-spoke design. The lightweight hollow-spoke model that was up until now only available for R35 GT-R fitment is now being offered in a wide range of sizes and colours.

Smoky at Top Secret has jumped on the complete car bandwagon this year and had a massive line up of cars for sale at the show. Many were sold off at pretty astronomical figures, but the VR38-powered R32 he build last year didn't find a new owner. Asking price is a cool half a million US\$. But if you aren't into the current GT-R craze maybe a slightly



"...and the barman said, why the long face?"



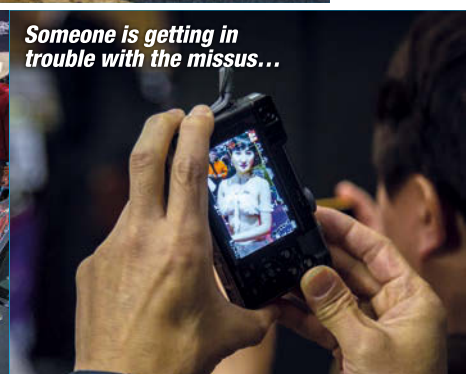
Top Secret's VR38-powered R32 is priced at a cool \$500,000



The Mk3 Supra is still going strong 25-years on



Someone is getting in trouble with the missus...







## Subaru Viziv Performance STI Concept

Away from all the tuner booths TAS is also a very important show for domestic manufacturers, a launch platform for new performance models and a look at what we petrol heads can expect in the near future. And it was Subaru's performance wing, STI, that everyone was talking about as they showed off their own beefed up version of the Viziv concept we got to see at the Tokyo Motor Show last year. This is what the new Impreza WRX STI will look like, or a good indication of the direction they are taking design wise at least. The angular lines, the aggressive stance and the must-have spoilers are all still very much present, but there was much hush when it came to real information on what will be powering this nex-gen STI. The boxer engine and symmetrical all-wheel drive are still said to be at the heart of the driveline, but the silence over the engine may hint that Subaru is finally making a move to come up with something a little more advanced. A serious boost in power, maybe mated to an optional twin clutch transmission? We can only wish!



*There's an S2000 in there somewhere*



*Kei car 911 anyone?*



*Varis built JZA80 Supra with full aero and 800bhp Do-Luck engine*





# OUT THERE: TOKYO AUTO SALON

more vintage Skyline may be a more interesting proposition. That's where R31 House comes in with their wide body drift beast powered by a 1000HP RB26 set up. The car is mainly built for demo runs so won't be run in competition. We really liked the Garage Active R32 GT-Rs on display next door, all-carbon, wide body complete cars that are on sale. Talking of old-school Japanese rides, we couldn't skip a mention of the JZA80 Supra. Over the years the bullish nineties Toyota legend has stepped away from the spotlight, but it was Varis that this year directed attention back to this old favourite. With a full aero conversion and a solid 800HP engine built by Do-Luck, this is one car everyone was talking about. And the best part is the owner isn't quite done with it yet, as he wants to give the same amount of attention to the interior. Last but not least is RE-Amemiya, who as ever never skips a beat when it comes to delivering for TAS. Ama-san has been working solid to get the new 4-rotor turbo engine ready for the refreshed D1 car and on the side even built a street-going 20B powered creation. Which of course is up for sale to the highest bidder...



## Toyota GR Super Sport Concept

There was much surprise at Toyota's Gazoo Racing booth this year. First up there was a slight disappointment as Japanese media had been putting rumours out for month that we would see the new-generation Supra unveiled. But that's seemingly being kept for a more international setting of a proper motor show. However what Toyota did bring the masses was a bit of an unexpected concept, a 1000 horsepower race car for the street, something we could potentially be seeing in a few years. It seems like a far-fetched idea, but the GR team are really working on creating something this extreme. At the heart of it all is carbon fibre tub with a 2.4L twin turbo V6 strapped to its centre and a hybrid system not too dissimilar to what's been run in the FIA WEC series, augmenting power delivery. It's a move for Toyota to make an effort to bring technologies honed and developed in the world of motorsports to the masses, or at least the lucky one percent who could afford something this advanced. We can't help but applaud Toyota for even thinking of doing something like this!



Aimgain's Lexus LC500h is simply incredible. We want two



"Oi Boso, who you looking at...?"



**AVAILABLE NOW IN 19"**

**B16**

**bola.**



**NEW SIZES ADDED  
17" 18" AND 19"**

**B12**



[www.bolawheels.co.uk](http://www.bolawheels.co.uk)

@bolawheels



# The Overfender Paradox

*Nothing to see here,  
just ANOTHER Liberty  
Walk Supercar...*





## WHAT'S HOT

**BOLT ON WIDE ARCHES/BODY KITS** Whether it's Liberty Walk, Rocket Bunny, Clinched or one of the hundreds of other fantastic styles out there that floats your boat, there's no denying the significance wide-arched body kits have had on the scene in the last couple of years. Right now, it seems the wider your car's silhouette, the cooler it becomes. A relatively difficult modification to perform, it usually involves cutting away at part of the car's standard bodywork before riveting on the new parts. But the commitment pays off in the form of a completely transformed aesthetic which also allows you to opt for much wider rimmage on each corner in the process. Result!





**A**rriving into LAX at 9am on the Friday before the 2017 SEMA Show, despite 10 hours of turbulence on the flight, I was feeling energetic and enthusiastic. These are the events and occasions we live for. The jetlag and fatigue could be easily pushed aside for another few hours while I sought out my speed fix.

While a day of chilling out in the hotel wouldn't have been the worst thing, it's not why I'd travelled this far. I was making enquiries, trying to find the last of the cars when Carl Taylor, of Players Show and Air Lift Performance, advised that one of the cars bound for the ALP stand at SEMA was going to be a very late finish, if it would even make it all.

Coincidentally, the car was being finished at iDL Garage, just outside Irwindale, CA. I had been introduced to the iDL team a year earlier, when Darren Yoo threw me the keys to his GT3 and sent me into the canyons with it. Needless to say, they're amongst some of my favourite people. There was no mistaking iDL's new location; the quality of cars parked on the street in front of and around the building was exceptional.

The focus of our attention was a white McLaren MP4-12c, dressed in 675 attire. Scott Nghiem, its owner and daily driver, had different plans for the car for this year's show, but when they fell through at the last minute he made an executive decision to still get the car ready for the Vegas Convention Centre. Enter Deity Motorsports.

The new plan was to revert back to a Liberty Walk kit, Rotiform QLB wheels with refinished centres – and a complete overhaul of the Air Lift Performance 3H setup. It sounds simple enough. Maybe simple enough to dismiss out of hand if you're that way inclined, but I was curious about the process involved.

I've lost count of the amount of Rocket Bunny, Pandem and Liberty Walk cars I've seen and shot over the last few years. On rare occasions I've seen them in the wild too, and when that happens I'm reminded how striking these cars are amongst the appliances they share the road with.

It's led me to create a working theory that I call the Overfender Paradox. When you see one of these cars online or on these very pages, you might casually browse past, taking no notice of them due

to how common they are. However, see one on the street and it'll likely blow your f\*\*king mind with regards to how wide and wild they are.

As the night wore on, it was the small things that took the most time. It would be easy to throw the kit at the car and call it a day, but every little detail was agonised over. The custom rear lights and mesh, which give the car a P1-esque look, were carefully crafted and shaped by hand before being fitted.

Nothing is simple on a McLaren, as you might expect. The Liberty Walk kit utilises a fixed rear wing over the factory active item, which itself is looped into the hydraulics system, which also works the power steering system. Removing this wing is far more than just unbolting it and putting it on a shelf for later use.

Scott uses the car as his daily driver and had previously grown tired of having to crawl over the surprisingly poor road surfaces in California, not to mention the monumental driveway entrances clearly designed by someone who hates cars. The decision to convert the car to air was a no brainer.

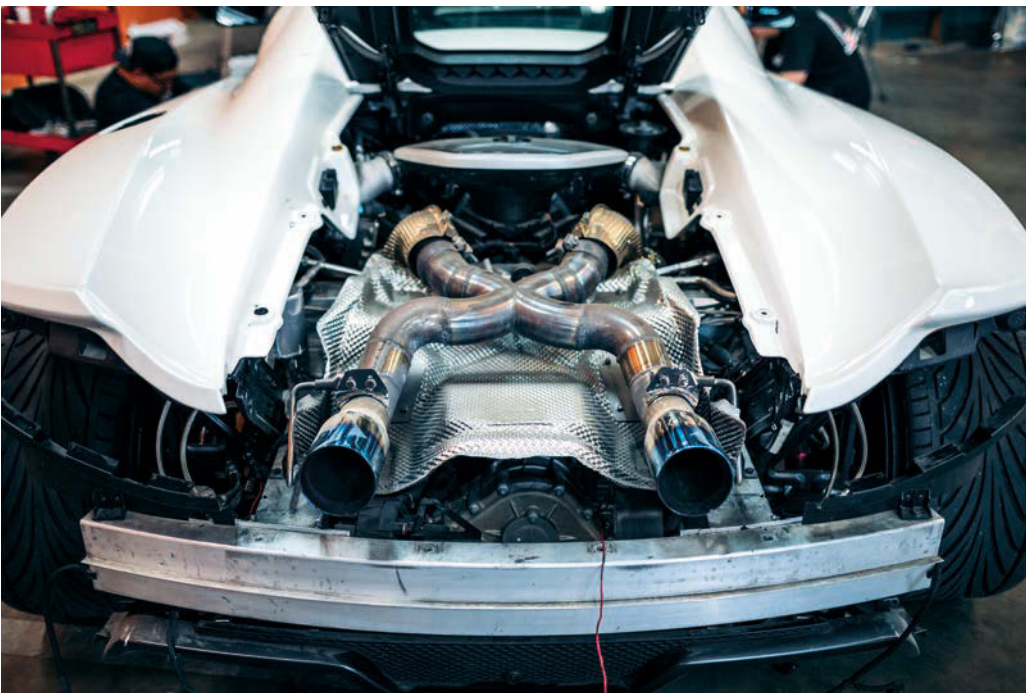
The process was far from straightforward either, as no off-the-shelf kit exists for the McLaren MP4 chassis. Instead, Deity Motorsports set about customising an Audi R8 kit to fit the car that resulted in a completely bespoke kit. The car's packaged so tightly that it's difficult to get your eye in, never mind a camera lens. But the installation was as

*The Liberty Walk kit utilises a fixed rear wing over the factory active item*



*Special rims for a special car*





**“It’ll blow your f\*\*king  
mind with regards to how  
wide and wild it is”**





## HOT RIDE: MCLAREN MP4-12C



"It's the lowest McLaren on air suspension anywhere in the world"

close to a factory finish as you could ever hope for. I've seen lots of great air installs, and this was amongst the very best of them.

As the clock passed midnight, the car was finally coming together and we were into the home straight. It can't be understated how important it is to get the fit right; the whole finish of the car depends on it. I wasn't quite as horrified at the sight of the doors being drilled as I thought I would be.

With the bulk of the bodywork installed, the car was cycled through its complete ride height to check for any issues, before it was lifted into the air for the remainder of the parts to be fitted.

The rest of the kit to be fitted involved a splitter, side under-skirts, a pair of rear diffusers, and a custom skidplate under the front of the car. I'm sure there was the temptation to just get it done, but still the friends and co-workers completed final assembly with the same care and attention they had shown since I'd arrived.

With the last pieces finished, the car was laid out on the floor. It takes the title of the lowest McLaren on air suspension anywhere in the world. Which might not mean a lot to some, but to others it means everything.

Purely from an aesthetic perspective, it's a stunning looking machine, which is obviously the goal with a build like this. It might have been 2am, but it was definitely getting shot before we eventually called it a night.

Even at full lift, no chances were being taken as the car ventured out onto the street and towards a location I had scouted earlier.

The white floodlights and the somewhat plain industrial backdrop was the perfect place – or at least as close to perfect as we could hope for at this time of the morning. The lack of orange sodium lighting was really all I wanted when shooting a white car under the cover of darkness.

For the assembled spectators, all of whom had been involved in the build, it was an occasion to be enjoyed. The work was done, the car was finished and it was going to SEMA. It couldn't have looked any



better either. I just wish I could have had you beside me on this Saturday evening and Sunday morning so you could feel the positivity around this build.

You see, this story really isn't about building a car. It's not about starting arguments on the internet either and, with all due respect, it's not about you or I.

What this is about is the unity and friendships that cars create. It doesn't matter if you're building a McLaren or a Miata, when you have a group of friends together wrenching, enduring sleepless nights and countless other hardships to get a project over the line, it's the same love that's involved.

I'm not saying you must like every single build you see. Just that we all could do with respecting more of the cars that might not be our thing.

If I hadn't been witness to this car coming together over the final hours of its build, I might well have had a different opinion of it. I might not have even pointed my camera at it. But my association with it, regardless of how small it really is, means I have a completely different outlook on it.





*The whole finish of the car depends on getting the fit right*



*Deity Motorsports customised rear end has a distinctive P1 flavour*





*Well that's just super*

### STYLING

Pearl White paint; Liberty Walk wide body kit with GT wing; McLaren 675 front end conversion; Deity Motorsports P1 rear conversion with LEDs

### CHASSIS

Custom Deity Motorsports struts, Air Lift management and bags; 9x20in (+3 offset) front and 12.5x21in (-24 offset) rear Rotiform QLB 3-piece rims in Hyper Gold with polished lips; Toyo T1R 235/30x20 and 295/30x21 tyres

### TUNING

FabSpeed Downpipes; Deity Motorsports titanium dual exit exhaust

### INTERIOR

Full black leather interior with red stitching

### THANKS

Deity Motorsports and iDL Garage

Some will say that running big wheels, air and a fixed wing will hamper its performance. Maybe it will, maybe it won't. But with something like this, where its capability is so far beyond what the majority of us mere mortals can extract, does it even matter?

Let's be honest, none of us are going to find this car's limit on the street, under any circumstance, despite what we might tell ourselves.

Scott, with his friends, has built a car that he's going to drive every day. That's the most important thing of all. He has a car he's invested himself in. It's an expression of who he is. This is his car. He's not going to see anything like it on his commute, and I wager he'll never see anything on the road like it either. It's one of one.

We would much rather see someone cut up their supercar and drive it everyday, than having it as part of a collection and it never seeing the light of day. Cars are meant to be driven. And cutting them up takes balls.

We eventually said our goodbyes and while the car was prepared for its journey to Las Vegas, I headed back to my hotel. Instead of getting into bed, however, I wanted to keep working with the photos and just look at the car. Even now, months later, I'm still struck by how beautiful it is. And that's a testament in itself. **FC**



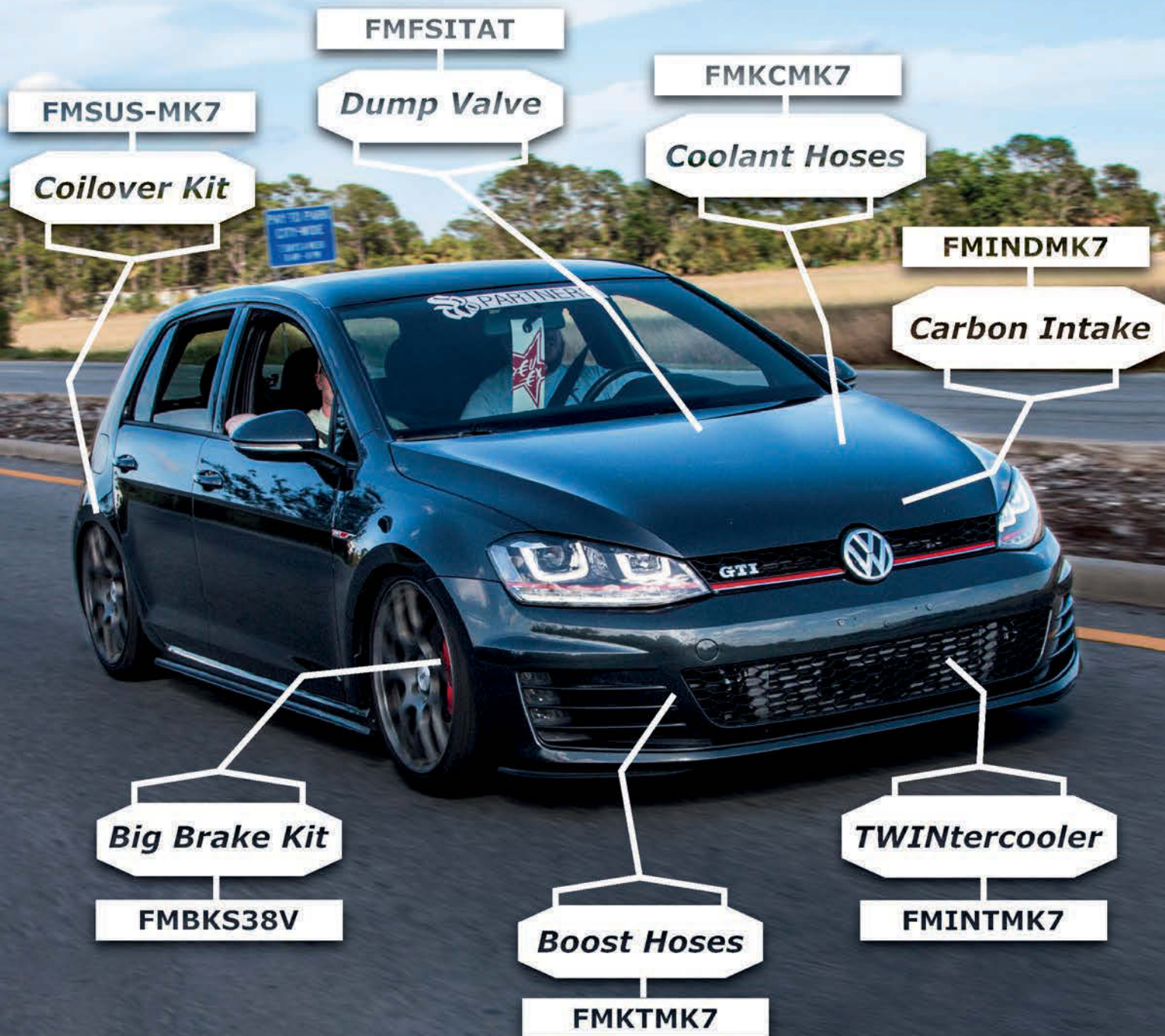
*Cutting up a supercar takes balls*





## ***Everything you've ever wanted.***

With a huge selection of products and a lifetime warranty, Forge Motorsport is the reason you won't want to go anywhere else.





# 10 FAST ESTATES

(...plus Top 5 affordable ones!)

**F**ast estate cars are brilliantly unnecessary. Which is just why we love them. Powerful versions of coupes, saloons or hatchbacks always make sense, convention dictates that this is the way things work. But estates? They're sensible cars, for people who wear a lot of beige corduroy and watch Songs of Praise and make jam for the WI. Your dad's straight-laced mate has one, because he's got a couple of big dogs to ferry about the place and he finds it useful when he needs to take old furniture to the tip. He bundles the family in along with a bunch of camping gear and hauls them all over Europe. Why on Earth would you want to take that boxy, utilitarian machine and make it fast? What possible benefit could that have?

Well, there are four main reasons. Number one: it's boring taking stuff to the tip, so it's useful to get it done quickly. Number two: the kids will enjoy that heady hit of adrenaline when you put your foot down and make the scenery go all blurry. Number three: see number two, but for the dogs. And number four: it's just awesome. Life's too short to drive boring cars. If you've got a sensible, practical car, it may as well be fast too, right?

So in a time when everyone's buying SUVs, the idea of a fast estate car really isn't that unnecessary after all. It's everything you'd want from a car, without the grim realisation that you've had to give up on life and get a Qashqai. Fast estates tick every conceivable lifestyle box at once. And here are some of our favourites...





## VOLVO 850 BTCC

We're starting with arguably the greatest ever example of the fast estate car – a creation so utterly absurd that we still can't quite believe it exists. Sure, everyone's heard of it now and you've all seen photos of these whoppers hopping over kerbs. But if, like us, you were trackside at Brands Hatch back in 1994 when Volvo rolled this thing out onto the circuit, you'll remember how the massive crowds were momentarily silenced by the sheer weirdness of it.

A racing car... an estate car... what the hell was happening? Well, working with TWR, Volvo took the conventional BTCC setup (throwing out the road car's 225bhp 2.3-litre turbo motor and replacing it with a 290bhp nat-asp 2.0-litre in line with the rules) and jammed it into a station wagon. You'd think it'd be a crap race car, with that high centre-of-gravity and extra weight, but the Kamm tail actually made it pretty aerodynamic. It was a PR exercise really, but it worked brilliantly. It's the first thing people think of when you mention 1990s Touring Cars. People thought Volvo was all about dull estate cars, so they threw it right back in everyone's faces.



## BMW M5 TOURING (E61)

The E61-generation M5 Touring is a car that never needed to exist. Which is exactly why it does. On the one hand, you've got the sensible-trousers shell of a sodding great 5 Series wagon. On the other hand, you've got a true-blue M car with a motorsport-derived 5.0-litre V10 kicking out a wild 500bhp. Put your hands together and you end up clapping out something very silly indeed. 0-62mph in 4.8 seconds and, if you remove the limiter, 200mph+ potential. Plus space for a wardrobe in the back. OK, you'll have to stop at every single petrol station you come across, and when you tot up the servicing costs, you might as well have bought a supercar, but this loopy car is quite possibly the last of its kind: it was such a niche, unpopular variant that it's unlikely BMW will ever bother making an M5 estate again. And to the untrained eye, it could be just another dadwagon.

## MERCEDES-BENZ C55 AMG

When you're thinking about hot estates, there are so many AMG Mercs to choose from. Like, a ridiculous amount. Mercedes love all this stuff. But perhaps the most interesting is the C55 AMG, of which just 55 examples were sold in the UK between 2004-07. Its predecessor had a supercharged V6, but for the 2004 model year they decided to revert back to good ol' nat-asp V8 power. The 5.4-litre unit grumbles out 362bhp in factory form, and it's just so AMG – whisper-quiet at idle, roaring to a muscle car crescendo when you wring its neck. The chassis was superb, the equipment list was stellar, and the C55 had the brawn to match BMW's M3... with the added bonus that you couldn't get an M3 estate. Those 55 buyers were on to a hot little secret here.



## MITSUBISHI LANCER EVO WAGON

Mitsubishi Evos will always have a special place in the heart of a certain kind of car enthusiast. The spiralling lunacy of the rally stage horsepower wars saw Subaru and Mitsubishi spurring each other on to approach, breach and dive over the brink of peril for years. You were either an Impreza fan or an Evo fan, and each new version featured fabulously nerdy details. And why not shove all of that tech and horsepower into a big-booty load-lugger?

This may have the look of something built by a backstreet chop-shop, but the Evo Wagon was actually an official factory model, albeit only for the Japanese market. Everything chassis-wise is identical to the Evo IX (aside from the lack of Super Active Yaw Control, although with that extra mass over the tail it doesn't really need it), along with the bonkers 300bhp+ turbo motor. Annoyingly it had the option of an automatic gearbox, but it wouldn't be hard to swap a proper one in there – and even with the slushbox it'll peg 0-62mph in five seconds. Imagine fitting one of these out to rally specs and throwing it through some forests...



# FC GUIDE: TOP 10 FAST ESTATES

## AUDI RS2 AVANT

Much like with the Mercs, there's an incredible number of fast Audi Avants too. But the daddy of them all, the original, is the RS2 of 1994. Back in the Britpop era, fast estates weren't really a thing in any meaningful sense, which made the RS2 seem like a totally mad idea (although to be fair, it's still totally mad today). A collaboration between Audi and Porsche, it took the 80 Avant as a base and stirred in a tweaked 2.2-litre five-cylinder turbo motor, producing 311bhp. Consider the context. In the mid-'90s, this was high-end sports car power. The move was unprecedented. And owners were very keen to boast that it accelerated from 0-30mph quicker than a McLaren F1.

The RS2 wasn't just about massive horsepower though. With final assembly completed by Porsche in Zuffenhausen, the spec list boasted Porsche Cup brakes stolen straight from the 964-generation 911, Porsche-developed suspension. Hell, it even had a Porsche-style front bumper. This was basically a car for people who wanted a 911 Turbo but also liked to go to a lot of car-boot sales.



## LYNX EVENTER

If you like your estate cars posh, you might be more of a 'shooting brake' kind of a person. A shooting brake is, in general, a two-door estate (although not always), coachbuilt on the base of a posh car that wouldn't normally be an estate – like the Aston Martin DB5, for example. And perhaps the coolest of them all is the Lynx Eventer.

This is basically a Jaguar XJ-S with a bunch of junk in the trunk. Built by Lynx, a company that started out making C- and D-Type Jag replicas back in 1973, their remit was effectively to hack off the flying buttresses that a lot of people seemed to hate and replace them with some really big side windows. So you had a whacking great V12 up front, oodles of wood and leather in the middle, and space for your rifles and a couple of gundogs out back. How swanky is that?



## JAGUAR XFR-S SPORTBRAKE

The big cats at Jaguar evidently warmed to the theme of fast estates over the years – just look at the mighty XFR-S Sportbrake. The XF upon which it's based was originally conceived as a mid-size luxury car to take on the likes of the Audi A6 and BMW 5 Series. It's safe to say the R-S version was aiming squarely at those brands' respective RS and M variants. The fact Jaguar decided to squeeze all of these goodies into the Sportbrake is deliciously barmy. We're talking 542bhp from a supercharged 5.0-litre V8, a chassis that was obsessively honed at the Nürburgring, paddle-shift and an LSD. This, essentially, is the world's greatest getaway car. You know how villains used to use Mk2 Jags in the 1960s to escape from bank raids, and the police got so worked up they started using Jags too? Well, with the XFR-S you could relive that mischief, with the added benefit that you could also use it to carry out the initial ram-raid and cart off the bullion in the back. And if the rozzers chased you onto the Nürburgring, they wouldn't stand a chance.

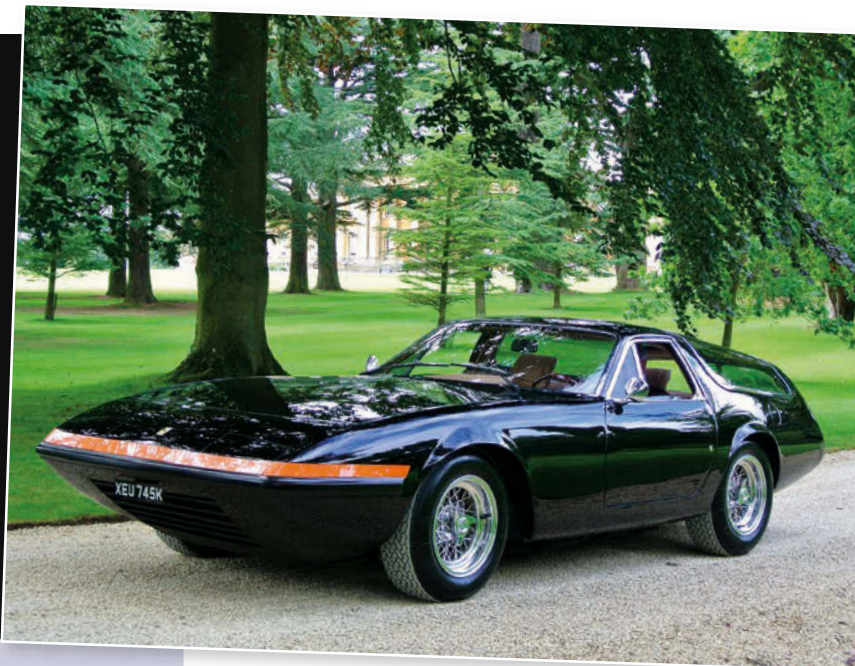




## FERRARI DAYTONA SHOOTING BRAKE

This car has the honour of being the first Ferrari to be built in the UK. The 1972 365 GTB/4 (aka 'Daytona') was originally delivered to the USA. The story goes that a real estate developer by the name of Bob Gittleman walked into the dealership and asked for "something a little different". Importer Luigi 'Coco' Chinetti was eager to oblige and, having considerable clout in the sale of Ferraris in North America, set about creating something truly special. A custom shooting brake was penned, and as Chinetti Motors were official importers of Panther Cars, and Chinetti was impressed by the facilities in Surrey, he handed them the job.

Panther's remodelling retained very little of the original body, and their creative approach to rear accessibility saw them use a pair of roof-hinged beetle-wing windows rather than a traditional tailgate. The vast rear glass was a shop window for the speedboat-style wooden decking within, and the 4.4-litre quad-cam V12 offered up a meaty 352bhp. It could sprint to 60mph in under six seconds. Although you wouldn't be doing that, of course. Being a shooting brake, you'd be bumping it across the grounds of your estate, the rear end stuffed with freshly stunned grouse, right?



## NISSAN STAGEA 260RS AUTECH

The Stagea was basically a Skyline estate, built for the Japanese domestic market to compete with the likes of the Subaru Legacy. You could get them with a variety of humdrum engine and transmission options, but of course Japanese manufacturers have always been a little bit loopy when it comes to performance, and with a stableful of hot Nissan mechanicals sitting there, it'd be mad not to create a fast estate, no?

As such, the Stagea 260RS Autech exists. This practical load-lugger hides the engine, 4WD system and other oily bits from the R33-generation Skyline GT-R, which is frankly so silly we can barely cope. The RB26DETT served up the gentlemen's-agreement 276bhp (ie. probably a fair bit more than that), and you got Brembo brakes, BBS wheels, an LSD, and all the clever chassis stuff you'd find in an R33. If you want to be Godzilla at the weekends but flog photocopiers during the week, this is the monster for you.

## PORSCHE PANAMERA SPORT TURISMO TURBO S E-HYBRID

The cult of the fast estate isn't slowing down any time soon, if Porsche's over-excitedly named e-wagon is anything to go by. The cosmic mouthful that is the Panamera Sport Turismo Turbo S E-Hybrid shows us the future of fast estate cars in pretty devastating style. Just check out the specs: it's got a 4.0-litre twin-turbo V8, mated to a juicy electric motor and an 8-speed PDK gearbox. Peak power is 671bhp, which is mental, but the really big number here is the torque figure of 627lb.ft, which is all available from just 1,400rpm. What this means is that you can be idling the car over here at the lights, slightly flex your ankle, and without realising you'll suddenly be way over there. It's almost as powerful as the hooligan 911 GT2 RS, but you can get your kids in the back and leap across all of Europe in about 20 minutes (or thereabouts, probably). Sure, it costs £140k, but it's more of a private jet than it is a car. And a-hundred-and-forty-grand is actually quite reasonable for a private jet.





## TOP 5 AFFORDABLE FAST ESTATES

All right, we admit there are some pretty silly cars in this top 10 list. So here's a further top five for you: the best fast estate cars that you don't need to flog a kidney to buy...

### Ford Mondeo ST220

On the face of it, a Mondeo estate is never going to be the last word in sporting prowess or handling precision. But don't write the idea off just yet... the aftermarket is surprisingly keen on these cars.

There's plenty you can do to sharpen up the chassis and if you get yourself an ST220, you'll find yourself enjoying a creamy 3.0-litre V6 with 224bhp, along with a highly-specced interior. Prices for these stealthy bruisers start at around £1,700, which is stonking good value for a 150mph car.



### Alfa Romeo 156 GTA Sportwagon

The GTA badge on this car is a bit silly, as the A stands for Alleggerita, which means 'lightened' – whereas the GTA Sportwagon was actually a fair chunk heavier than a stock 156. Nevertheless, it came packing a 3.2-litre V6 and stiffened-up suspension.

If you swap the crap original diff for the better Q2 unit, you've got a slab-sided pocket-rocket on your hands. 250bhp, 155mph, and you can pick one up these days for around £7,500. Not exactly bargain-basement, but not M5 money either.



### Mitsubishi Legnum VR-4

The Legnum is the estate version of the Galant, and the VR-4 has proper rally pedigree. Quite why Mitsubishi decided to cram the guts of their über-saloon into an estate car is something known only to themselves, but we should be very glad they did.

The Legnum VR-4 boasts a twin-turbo 3.0-litre 24v V6 producing 276bhp, along with Active Yaw Control from the Lancer Evo, lovely Recaro seats, and much more besides. Ridiculously, you can get all of this for under £5,000.



### Volkswagen Passat R36

It may look like the sensible Passat estate your elderly neighbour's been taking his grass clippings to the tip with, but the R36 has a 296bhp 3.6-litre VR6 and a DSG 'box, along with 4Motion all-wheel-drive. How nuts is that?

These are pretty rare cars but you'll get a cracking example for around £10,000 which is a lot of bang for your buck!

If you want a 4Motion Passat but have half that budget, you could always go for the bonkers B5.5 W8. It kicks out 270bhp from the 4.0-litre engine and sounds insane. There's plenty of dealers bringing these wagons over from Japan and flogging them off cheap. A future classic for sure!



### Subaru Legacy 3.0R Spec B

It's easy to overlook the Legacy, because when you think of hot Subarus it's natural to immediately gravitate toward the Impreza. But the Legacy estate hides a secret in GT-B Spec B form: its 242bhp flat-six (yes, not a flat-four, a flat-six) is mated to the six-speed manual from the Impreza STi in place of the Legacy's usual autobox, which impressively knocks a full two seconds off the 0-62mph time, down to 6.6 seconds.

The wagon's also got Bilstein suspension, huge brakes, and an LSD. The engine and 4WD setup is effectively a 911 Carrera 4 installed the other way around, and yet you can buy a 3.0R Spec B for £4,000. Which is insane, frankly.





CUSTOM MACHINED. EVERY OFFSET. EVERY SIZE.  
SUPER LIGHTWEIGHT.

**ZF1**

**ZF2**

**ZF3**

**ZF4**

**ZF5**



INTRODUCING

**ZF5**

18X8, 18X9 + 18X10  
FROM 8.1KG  
FROM OFFSET 0  
TWO COLOURS

**ZFORGE**

ULTRALIGHT ROTARY FORGED WHEELS









# EARNING YOUR STRIPES

*Adam Sheldon was sceptical about whether this R32 Golf could live up to the fun his previous Polo show car offered up. But after adding some epic personal touches, it's finally won him over, and it really doesn't take much to see why...*



## WHAT'S HOT

**RACE-INSPIRED LIVERY** Race teams spend a ton of time and money making sure their cars look great and stand out from the rest of the pack on the circuit. So it'd be a waste not to replicate these often-iconic designs on some of the best road-going show cars out there, don't you think? As a rule, the quirkier and more retro the livery you choose, the more scene points you'll earn, so it's worth doing your research. But with vinyl wrapping technology improving by the day, once you've chosen your design it's probably much easier to apply to your car than you might think. Now go and get creative!





**H**umans often have a funny way of dealing with change. Without it, the world would be duller than living in the Big Brother house for a decade, but this doesn't stop us all from feeling a bit freaked out from time to time when something different springs up in our lives.

After changing up his beloved stanced Polo GTI for this R32 Golf, Leeds-based Dub head Adam here was initially faced with a hefty dose of regret for taking the plunge, with the car throwing up problem after problem and making him wish he'd stayed put instead. But by keeping a level head and sticking to his plans, he's now reaping the rewards with one of the finest examples of this V6-powered pocket rocket on the scene that's finally a worthy replacement of his previous project.

"I first had a 1.0-litre version of the 6N2 Polo. I loved it so much I soon bought the GTI version, though," says our electrical engineer here.

With this potent little ripper stripped down to pieces a couple of winters ago to receive a fully stanced-out transformation, Adam enjoyed a couple of show seasons proudly displaying all of his hard work.

"I got to a stage with it where I'd sort of finished it – so it was either a case of pouring loads more money into it, carry on

enjoying it for what it was, or find something new." Before he could make up his own mind about which option of this confusing three-way crossroad to pursue, Adam soon began getting pestered by his mate who was looking for a cheaper ride to swap his current R32 Golf up for. "I kept turning him down with a swap for my Polo, but we eventually reached a deal."

This silver hatch already featured air ride, that tasty Aqua blue interior and some alloys, and was a huge step up for Adam. But before he could be too happy about the new addition to his life, a few niggles were already revealing themselves...

"During the first week I had it, the clutch slave cylinder gave up on me. Luckily a friend recovered the car and another fitted the parts for cheap. While we were under it, we also noticed the transfer box was leaking and there was no oil left in the gearbox," he painfully recalls.

Things unfortunately didn't get much better from here, with situations like one of the air bags deciding to eat itself on the way to Mod Nats. And getting a nasty blowout in the middle of rural Wales during a weekend break leaving Adam in very sticky situation that made him wonder what exactly he'd given up the Polo for.

With his dad and a bunch of mates coming to the rescue on more than one

occasion, Adam was still confident there was potential to turn his project around.

"Once I'd sorted all of the problems, I got more serious with changing the car into what it is today," he explains, revealing how he got the ball rolling by snapping up those OZ Racing split rims which now prop up the German hatchback. The process was finished off with the faces being powdercoated in that tasty gunmetal grey hue, and the lips being swapped out for





“It’s awesome to drive.  
The noise is the best  
bit though!”



OZ Racing split  
rims look spot on





*We wonder what tyres it runs...*

some wider ones from a friend, resulting in some gorgeous rims being formed that looked pukka under the car's arches.

It's only at this stage that we really get to the crux of the story, though. The pivoting point between Adam pining for his Polo and truly falling in love with this Golf.

This boils down to one of the most memorable parts of the car now – that comprehensive vinyl livery that adorns most of the bodywork. "I hated the look of the car when it was all silver," Adam reveals the

inspiration for this supremely effective modification. "So I spent hours on my Mac, designing lots of different liveries before sending them over to my mates for their verdicts."

The winning sketch boasts those retro lines which start low at the front before swooping upwards towards the boot, making way for that grey rear end which happens to match the faces of the wheels perfectly. Topped off with iconic Castrol logos (which Adam says will be switched up

in the future to keep things fresh), there's no denying the scene points the exterior of this beast must now rack up!

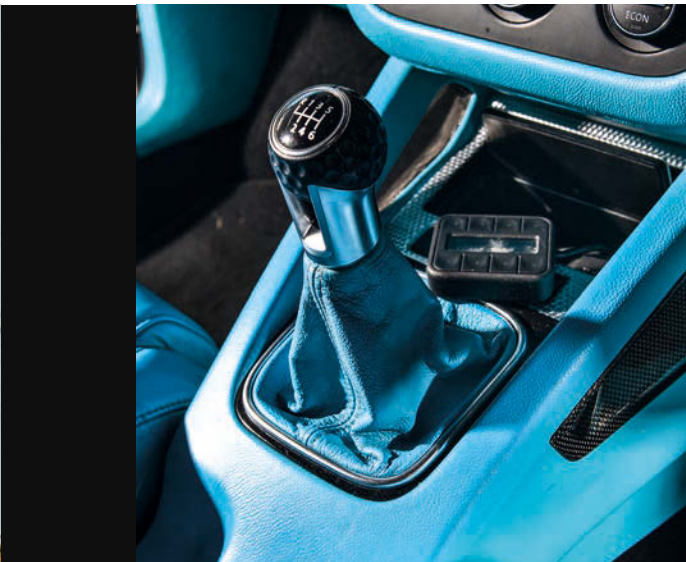
To match that bright interior, Adam's massive Brembo callipers (that were taken off a Porsche, no less) have been sprayed up in a matching Aqua blue hue, tying everything together nicely. Under the Castrol-adorned bonnet, an air intake and ECU map means there's now around 270bhp heading to all four wheels, controlled with a satisfyingly manual 'box.



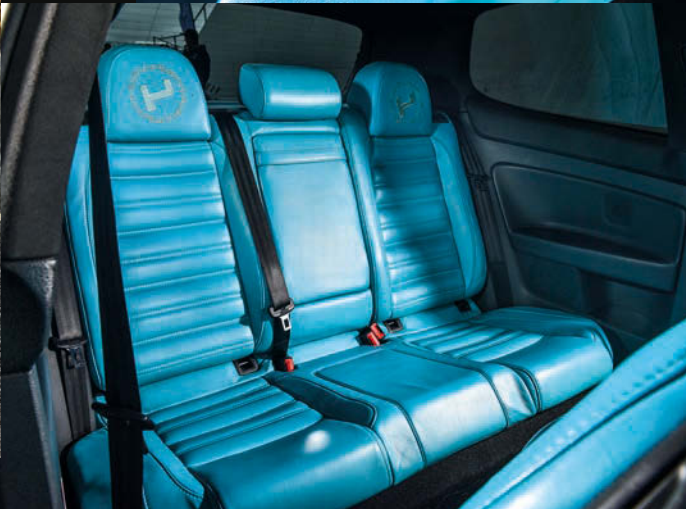
*The callipers have been sprayed to match the Aqua blue interior*







*Aqua blue is the colour*





## HOT RIDE: VW GOLF R32

"It's awesome to drive, the noise is the best bit though!" he grins.

The accumulation of a lot of hard graft on his driveway meant that at this stage, it was difficult for even Adam to deny he had something pretty special on his hands with his Golf now.

As such, he once again began hitting up the show circuit, catching up with his car scene pals and showcasing his new creation in the process. "I love it now it's got the livery on. I really think it makes the car. It's gone down really well too. I recently drove to VW Days in France and got accepted into the main show which was pretty fun."

Adam's story is proof that keeping a positive head through times of change can work wonders in the long run. Instead of

letting this Golf's initial pitfalls drag him down and regret selling his previous car, he's managed to come out the other side with something arguably much more special to show for himself.

And maybe that's a reminder that we could all do with looking forwards instead of backwards from time to time... **F1**



"I love it now it's got the livery on. I really think it makes the car"

## TECH SPEC: MK5 GOLF R32

### STYLING

Custom Castrol vinyl livery; tinted rear windows.

### TUNING

3.2-litre VR6 V6 engine; cold air intake; stage one re-map.

### TRANSMISSION

Six-speed manual gearbox.

### CHASSIS

9x19in (front) and 10x19in (rear) OZ Racing Superleggera III split rims; 215/45x19 Falken Azenis FK-453 tyres (all-round); Air Lift Performance air suspension system with Slam Series struts and V2 management; six-pot Brembo 18Z Porsche front brake callipers resprayed in Aqua blue with Mercedes ML discs and Pagid pads; factory rear disc brakes.

### INTERIOR

Full re-trim in Aqua blue leather; Mk6 Golf GTD gear knob; carbon fibre grab handles; factory RNS 510 touch-screen headunit.

### THANKS

I would like to say thanks to John at Vinyl Image for doing such a good job on the livery; all my friends that helped me along the way; Kleen Freaks for keeping the car so clean; the lads in Nameless for their support and suggestions and helping me with the design, and of course my girlfriend for putting up with the hours spent on the car and leaving her almost every weekend to go to car shows and events!





**GET  
YOUR  
FREAK  
ON**

kleenfreaks.co.uk



Premium detailing products, handmade in Northern Ireland.



**VINYLLIMAGE**  
PROFESSIONAL VEHICLE WRAPPING



West Yorkshire's Vehicle Wrapping Specialist

07703 857247

info@vi-wraps.co.uk

@VinylImage

vinylimage professional vehicle wrapping





SAVE  
UP TO  
**51%**  
OFF ALLOY  
WHEELS

Performance alloy wheels - OVER 600 AVAILABLE!



1 AV 2FORGE 3SDM ALUTEC AC WHEELS AEZ ATS AUTEC AXE BBS  
BOLA BORRET BRAID BOSSINI CADES CALIBRE COMPOMOTIVE  
CARMANI CARRE DARE DEZENT DIEWE DOTZ DRC ENZO  
FIFTEEN 52 FOX RACING GMP ITALIA HAWKE JUDD JUNK KAMBR  
LENZO LINEA CORSE MOMO MSW OXIGIN OZ RACING RAD18 REVO  
REVOLUTION RIVA RIVER RIVIERA RONAL ROTA ROTIFORM  
ROSSO SPARCO SPEEDLINE SSR STUTTGART TANSY TARGA  
TEKNO TEAM DYNAMICS VOSSEN WOLFRACE XTREME ZITO



AP RACING BLACK DIAMOND BREMBO  
DBA EBC FERODO GOODRIDGE MINTEX  
PAGID RS PERFORMANCE FRICTION  
TAROX WILWOOD

SAVE  
UP TO  
**15%**  
OFF EBC DISC AND  
PAD KITS

Performance braking



SAVE  
UP TO  
**18%**  
OFF\*

FREE  
PIPERCROSS  
PANEL AIR  
FILTER\*\*

\*\*REMUS ONLY APPLICATION DEPENDANT

HUGE RANGE OF SPORTS CATS AND DECAT PIPES  
AVAILABLE AT [www.demon-tweeks.com](http://www.demon-tweeks.com)

FREE UK  
MAINLAND  
DELIVERY

AKRAPOVIC COBRA  
CUSTOM CHROME  
HKS JETEX MILLTEK  
MISHIMOTO  
MONGOOSE PIPER  
QUICKSILVER  
REMUS SCORPION

Performance exhausts



BRIDGESTONE CONTINENTAL  
DUNLOP FALKEN FEDERAL  
GOODYEAR HANKOOK KUMHO  
MICHELIN NANKANG PIRELLI TOYO  
VREDESTEIN YOKOHAMA

FROM  
**£20.86**  
ONLY

\*ON SELECTED  
SIZED TOYO  
PROXES  
T1-R

Performance tyres



SAVE  
UP TO  
**15%**  
OFF\*

FREE  
filter

\*SELECTED MODELS ONLY. LIMITED TIME OFFER.  
\*\*OFFER SUBJECT TO CHANGE/APPLICATION DEPENDANT.

Performance ECU upgrades



HUGE  
RANGE  
ONLINE

SAVE  
UP TO  
**36%**  
OFF

BRIDE COBRA DRIFT OMP RECARO  
SABELT SCHROTH SPARCO TAKATA TRS

Performance seats/harnesses



Radiators  
From **£195.60**

Intercoolers  
From **£124.80**

From **£90.00**

0% FINANCE  
AVAILABLE  
T&Cs apply

FORGE GFB MISHIMOTO  
REVO TURBOSMART

Performance tuning



SAVE  
UP TO  
**25%**  
OFF

BMC COBB FORGE GREEN HKS  
ITG K&N MISHIMOTO  
PIPERCROSS REVO

Performance air filters



HUGE  
RANGE  
ONLINE

AP RACING BLACK DIAMOND COMPETITION CLUTCH DKM  
EXEDY HELIX SACHS XTREME

Performance clutches



AP BILSTEIN EIBACH H&R KONI KW  
OHLINS OMP POWERFLEX SPARCO SPAX  
ST TEIN ULTRA RACING VOGTLAND

\*ON SELECTED COILOVERS  
AND SUSPENSION KITS.

SAVE  
UP TO  
**25%**  
OFF

0% FINANCE  
AVAILABLE  
T&Cs apply

FREE UK  
MAINLAND  
DELIVERY\*

Performance suspension

[www.demon-tweeks.com](http://www.demon-tweeks.com)

GENERAL SALES  
ORDER LINE

**0844 375 4401**

Low rate call  
Manned 8.30am - 5.30pm  
Monday - Saturday

WHEELS, TYRES  
AND EXHAUSTS  
ORDER LINE

**0844 375 4402**

75 Ash Road South,  
Wrexham Industrial Estate,  
Wrexham, North Wales, LL13 9UG



**FREE 2018  
CATALOGUE**

VISIT US ONLINE AT:  
[www.demon-tweeks.com](http://www.demon-tweeks.com)

Follow us on:



Media code: **KZ145A**





### Fast Facts

- **Sizes:** 8x17
- **PCD:** 4x100, 5x100
- **Offsets:** ET35
- **Finishes:** Polished

### AUTOSTAR VADER, £499 (set)

**T**he coolest name for any wheel in the whole galaxy? It's got to be way up there. Although, we just can't help thinking that Autostar have missed a trick here by not finishing these evil bastards in super-shiny, bondage black! So, if that's what you're after, you'll have to use the force... or a couple of rattle cans.

Still, there's no doubt that this polished-faced, 8x17-incher is an absolute beauty right out of the box. We love the twisted

spoke, death star-inspired centres, and there's certainly no shortage of dish on those classy-looking polished lips.

Judging by the PCDs on offer too, these will be a top contender for everything from the Subaru Impreza and EK Civic to the Audi A1 or MINI Cooper... all of which they'd suit rather nicely.

But, while the Vader is undoubtedly a stunner, what's even more jaw-dropping here is the price. There can't be many sets of 17-inch hoops that can be had for a quid

under 500-nicker, right? That'd be a bloody bargain for a set of 15s!

Best of all, this relatively economical pricing isn't any reflection on the quality. Unusually for the more cost-effective, cast rims out there, these are fully TUV approved as well as factory-tested to VIA standards.

All that adds up to just one thing. These have to be one of the biggest bargains of 2018. Get 'em while they're hot people!

[www.autostarwheels.com](http://www.autostarwheels.com)



# TOP TUNING GEAR!

## JAP SPEED GT-R EXHAUST, £1,999

Just when you think the GT-R madness from Jap speed couldn't get any more, er, mad (Nicely put as ever – Jules), they drop this mean-looking bastard for 2018.

It may seem like a fair ol' chunk of change for a three-inch system of course. But when you consider that, just like all the best artificial hips, aerospace parts, and God's very own trouser potatoes, it's constructed from nothing but the finest tig-welded titanium, that makes it something of a performance bargain.

The price also includes all the necessary gaskets, clamps and bolts, along with next day delivery... although it only weighs a miniscule 12 kilos, so they've probably saved a few quid on the postage.

[www.jap speed.co.uk](http://www.jap speed.co.uk)



## RAMAIR JETSTREAM FOCUS RS KIT, £295

Always the way, eh? You wait ages for one awesome Ford product and then two of the buggers come along at once! This time around though it's all about getting your Mk3 Focus RS breathing properly because, obviously, the latest 345bhp, Blue Oval-badged bruiser isn't quite rapid enough!

That said, this Jetstream item from induction daddies RamAir, is not only supremely well-priced (note the lack of the usual RS Tax), but it's easily the best quality kit we've seen to date. We love the fact it looks so damn OEM, you can even refit the original engine cover without having to cut it up, all the while bagging yourself a few more horsepowers and the sort of noise a pissed-off lion makes when you put his plums in a vice.

Designed to use all the factory mounting points, the aluminium intake pipe maintains a 76mm diameter all the way through for maximum airflow and the laser-cut heatshield does a top job of keeping those temperatures down. For the money, it'd just be silly not to.

[www.ramair-filters.co.uk](http://www.ramair-filters.co.uk)

## TOP NEW HOOPS FOR ANY 5-STUD PCD

### Judd Model 1, From £377 (each)

This classic design adds yet another touch of class to the, already pretty bloody special, Judd line-up for 2018. Of course, you're going to need some pretty serious arches to fill, because the new Model 1 only comes in a full-fat 20-inches. Still, when you look at the sort of motors that'll actually swallow up a dub, there's not many these wouldn't suit... or fit PCD wise either. There's also the opportunity to stagger these monsters with a nine on the front and a super-girthy 10.5 on the rear.

[www.juddwheels.com](http://www.juddwheels.com)

Sizes: 9.0x20, 10.5x20

PCDs: Any from 5x98

Finishes: Satin Black



### 2Forge ZF5, From £860 (set)

The latest wheel in the top-quality 2Forge lineup, this flow-formed, 18-inch beauty is not only super-light compared to cast rims of the same size, but it's also been specifically designed to clear mahooosive brakes and comes in a great range of staggered widths too. In other words, there's nothing not to love about this one. And that includes that thoroughly motorsport-inspired 'split-six' face. Proper lush!

[www.2forwheels.com](http://www.2forwheels.com)

Sizes: 8.0x18, 9.0x18, 10x18, 11x18

PCDs: Any from 5x98

Finishes: Gloss Black, Gloss Gunmetal







### GTECHNIQ I1 SMART FABRIC, £12

Obviously we're talking scientifically here, but this stuff is fookin' bonkers! Manufactured by Gtechniq, who are perhaps most famous for their ceramic coatings and high-end paint protection, this I1 Smart Fabric is basically a hydrophobic sealant you can use to waterproof the soft material used on stuff like seats, convertible tops and, if for some reason you're into that sort of thing, even tents.

The nano-wotsits in this magical formula coat each fabric fibre individually leaving the texture unaffected and allowing the material to breathe. This means stale air can still escape but the fabric will repel water and oil-based liquids. Again, scientifically speaking, that's some seriously clever stuff.

[www.gtechniq.com](http://www.gtechniq.com)



### SIMONI RACING AVANTGARDE GAUGES, FROM £25

If you're doing any sort of tuning, it makes sense to keep an eye on your engine and get as much information about what's going on as possible. That's probably the biggest reason why aftermarket gauges remain one of the most popular interior mods ever.

This rather swish new line of two inchers, from accessories giant Simoni Racing, brings the humble analogue gauge bang up to date because they're specifically designed to match the OEM red and white colour schemes of many modern cars when they're on, and to blank-out totally when they're not. The range includes gauges for water temperature, volts, oil pressure, oil temperature, mechanical boost pressure, vacuum and also a tachometer. They're damn well-priced too.

[www.simoniracing.com](http://www.simoniracing.com)



### HALFORDS RFID WALLET, £10

Got a modern car with keyless entry and start? Well, you're obviously doing all right then, so do yourself a favour and buy one of these to go with it. This dinky little key pouch is designed to solve the problem of organised crime gangs scanning the RFID code and bugging off with your motor.

By incorporating a special internal membrane the wallet blocks the signal generated by your keys, which stops thieving twats who think they're Jason Bourne obtaining entry while your car is outside your house. It's simple, effective and can save you a world of pain. That's got to be worth a tenner!

[www.halfords.com](http://www.halfords.com)

### Bola B16, From £895 (set)

How do you make a simple 10-spoke even more aggressive than my mother on rag week? Stick a tasty little Bola spin on it, that's how. Instead of the more usual flat-spoke approach, they've gone for a kind of spider design here and, because each of 'em go all the way to the edge of the rim, it makes this 19-inch look more like a 22! A top pick for many of the bigger cruisers out there, the only trouble we'd ever have is choosing between the two super-tough finishes!

[www.bolawheels.co.uk](http://www.bolawheels.co.uk)

**Sizes:** 8.5x19, 9.5x19

**PCDs:** Any from 5x98

**Finishes:** Satin Black, Gloss Gunmetal



## GARAGE ESSENTIALS



### Ring RSC706 Battery Charger, £65

We all know that the cold weather kills car batteries quicker than any monster audio install, so it makes sense that charger sales go absolutely batshit at this time of year! Still, this new smartcharger from Ring Automotive is one of the very few that does everything you could ever want, cramming an almost unbelievable amount of technology into one seriously tiny package.

Now, not only will this six-amp job juice up any type of car battery (lead acid, gel, calcium, EFB, AGM or lithium) twice as fast as any other comparable unit, but it also carries out the complicated stuff automatically, going through an eight-stage smart-charging cycle to prolong battery life and improve performance.

It's also ideal for use as a trickle charger for long-term use on race and showcars that rarely see the tarmac at this time of year, and one of the rare items that's recommended for modern cars with all that stop-start bollocks. Suitable for any vehicle up to 3.5-litres, it's even waterproof and has a cold weather mode, so there's no hassle using it outdoors either. Handy stuff.

[www.ringautomotive.com](http://www.ringautomotive.com)





## RKR Viral Scooters, From £150

He may not be old enough to drive just yet, but if YouTube superstar Rocco Piazza is as mental behind the wheel in a few years as he is right now on a scooter, then Ken Block better start getting ready to step aside! Still, in between entertaining his millions of followers, he's also been busy solving the problem of traditional scoots being far too heavy to use for tricks, with this, his first signature deck from the guys at RKR.

Available in a load of cool designs, RKR have taken all their knowledge in building some of the world's top mini stunt-bikes to totally reengineer the humble street scooter with a focus on the most extreme tricks. Well, that and not having the bugger snap in half impaling your bits and pieces as soon as you try to land it.

In any case, what they've come up with is a professional deck that weighs under 3kg, but is strong enough for almost anyone to shred around like they've had all their fear and self-preservation instinct surgically removed. It also comes in a selection of sizes, just in case it's only your mental age that's 10. Love it!

[www.rockerbmx.com](http://www.rockerbmx.com)



## KitSound Voice One Smart Speaker, £130

If you haven't yet woken up to your partner screaming, "Who the feck is Alexa and why were you calling her name in your sleep?" it'll only be a matter of time. Because Amazon's little darling is currently taking over the entire universe. With that in mind, just think of this amazing new Wi-Fi speaker as everyone's favourite computerised know-all, only with some serious lungs on her!

Equipped with dual opposing drivers and a specially engineered bass port, you can not only use Alexa for all the usual stuff, like answering life's most demanding philosophical questions or telling you a bedtime story. But when it comes to music streaming, you can crank this one up and get some top-notch sound quality too.

The One Smart also comes with built-in Spotify Voice Control, Bluetooth connectivity, a USB charging port, AUX-in and smartphone App control, and you can even connect up to eight of them around your home to stream music simultaneously. Just ask Alexa, and she'll tell you that you definitely need one of these in your life.

[www.kitsound.co.uk](http://www.kitsound.co.uk)



## Master & Dynamic MW60 Headphones, £499

We all know that there's premium gear, and there's super 'I've got a yacht and my first name happens to be Sheikh' kind of premium gear. Have a look at the price tag on these crazy-looking wireless headphones and have a little think at what category they fall into.

Still, when it comes to this sort of uber-quality gadget porn, you expect to pay a pretty penny and the New York-based audio engineers Master & Dynamic are highly regarded as one of the best premium audio brands in the business.

It's pretty obvious that the sonic performance is gonna be class-leading with these too, and they're clearly engineered to be so much more than a flashy status symbol. But to be fair, we can't help thinking they're so stunning we'd still want them if they made Whitney Houston sound like our Jules doing karaoke.

Crafted from aluminium, stainless steel and fine lambskin leather, these ultra-luxury items are clearly right up there with Patek Philippe watches, Vertu phones and, er, Krispy Kreme doughnuts. Proper posh.

[www.masterdynamic.com](http://www.masterdynamic.com)





**GTECHNIQ**  
SMART SURFACE SCIENCE

LEADING THE WAY IN  
**AUTOMOTIVE  
DETAILING  
TECHNOLOGY**

THREE WISHES  
FOR YOUR CAR:

- 1  APPLIED BY A MASTER  
GTECHNIQ  
ACCREDITED  
DETAILER
- 2  THE BEST AVAILABLE  
PRODUCT  
PERFORMANCE  
& FINISH
- 3  **9**  
YEAR GUARANTEE

Crystal Serum Ultra is the only  
ceramic coating that comes with its  
own **Gtechniq Accredited Detailer**.

A unique service ensures your car is  
detailed to **unrivalled** levels of perfection.  
The 10h paint protection offers **matchless**  
levels of gloss, surface slickness, swirl and  
chemical resistance.



**Meet Adam**

One of our Gtechniq Accredited Detailers.

**GENIE**  
WITH A BOTTLE

[service.gtechniq.com](http://service.gtechniq.com)





## SPRING CLEANING COLLECTION

As it's the spring issue we've decided to bring you our favourite detailing kits on the market. These will keep you fully stocked up and shining bright for the entire show season, and then some...

### ValetPRO Exterior Car Care Set, £48

If your car is in need of a really good spring clean to remove all the winter contaminants then this kit could be for you, as it includes Advanced Poseidon Car Wash and the previously FC tested Dragon's Breath wheel cleaner. ValetPRO are known in the industry for making some of the best no-nonsense car-care products and this selection certainly backs that up.

[www.valetpro.eu](http://www.valetpro.eu)

#### What's Included:

1x 250ml Mad Wax • 1x 500ml Advanced Poseidon Car Wash • 1x 500ml Glass Cleaner • 1x 500ml Dragon's Breath • 1x 500ml Bug Remover • 1x Black Sponge • 1x Multi Purpose Microfibre Cloth • 1x Small Dash Brush



### Kleen Freaks Large Case, £95

How's this for a sweet kit from the guys at Kleen Freaks? The metal flight case makes you look like a detailing pro and the gear inside will get you results like one, too. They supply smaller and bigger kits to suit all budgets, so make sure you check out their website for all the products on offer.

[www.kleenfreaks.co.uk](http://www.kleenfreaks.co.uk)

#### What's Included:

1x 500ml Detailer Spray • 1x 500ml Wheel Cleaner • 1x 500ml Snowfoam • 1x 500ml Shampoo Plus • 1x 500ml New Citrus Tar Remover • 1x 500ml New Rinse & Seal • 1x 250ml Liquid Wax • 1x 250ml Interior Trim Detailer • 1x 250ml Interior Glass Cleaner • 1x 60cm x 60cm 1000gsm plush Microfibre Cloth • 2x 380GSM double sided Microfibre Cloths • 1x Random triple pack - Air fresheners



### GTECHNIQ Master Detailing Collection, From £380

How's this for the daddy of all car-care kits? It might come with a serious price tag but it's a serious kit! And considering what's included, it's actually cracking value too. Gtechniq might not be the best known detailing manufacturer out there, but we can assure you they are one of the best!

[www.gtechniq.com](http://www.gtechniq.com)

#### What's Included:

1x 30ml or 50ml Crystal Serum Light • 1x 30ml or 50ml EXO Ultra Durable Hydrophobic Coating • 1x 15ml or 30ml C4 Permanent Trim Restorer • 1x 15ml or 30ml C5 Wheel Armour • 1x 15ml G1 ClearVision Smart Glass • 1x 100ml G4 Glass Nano Polish • 1x 500ml G6 Perfect Glass • 1x 500ml I1 Smart Fabric AB • 1x 100ml L1 Leather Guard AB • 1x 100ml C6 Matte Dash AB • 1x 500ml I2 Tri Clean • 1x 100ml M1 All Metal Polish • 1x 100ml P1 Nano Composite Polish • 1x 250ml Panel Wipe • 1x 500ml Quick Detailer • 1x 25ml T1 Tyre and Trim • 1x 500ml Gwash • 1x 1l W4 Citrus Foam • 1x 500ml W5 Citrus All Purpose Cleaner • 1x 500ml W6 Iron and General Fallout Remover • 1x 500ml W7 Tar and Glue Remover • 1x 500ml Bug Remover • 1x Large Branded Kit Bag • 1x WM2 Microfibre Wash Mitt • 10x MF1 Zero Microfibre Buff Cloths • 2x MF4 Diamond Sandwich Microfibre Drying Towels • 2x MF5 Glass Power Cloths • 1x FP1 Tri Foam Polish Pad • 6x AP2 Ultra Soft Foam Filled Microfibre Applicators • 3x AP3 Dual Layered Soft Foam Applicators • 2x SP2 GSpray Bottles



### Meguiar's Mirror Bright, £50

If you like your detailing kit to have a traditional feel but with 21st century cleaning power then look no further than Meguiar's Mirror Bright. We've thoroughly tested all of the Mirror Bright products and can't fault any of them. In fact, we'd go as far as saying the wheel cleaner is the best in the business! Get some...

[www.meguiars.co.uk](http://www.meguiars.co.uk)

#### What's Included:

1x Mirror Bright Wheel Cleaner • 1x Mirror Bright Shampoo • 1x Mirror Bright Detailer • 1x Polishing Wax







**TRADITION. RECRAFTED.**



THE MIRROR BRIGHT POLISH COMPANY WAS FOUNDED IN 1901 BY FRANK MEGUIAR JR. TO PERFECT THE FINISHES ON FINE FURNITURE & THE NEWLY INTRODUCED AUTOMOBILE. THE PASSION CONTINUES TODAY WITH A SPECIAL LINE OF PRODUCTS THAT PROTECT & ACCENTUATE AUTOMOBILE FINISHES, DERIVED FROM OVER 110 YEARS OF EXPERIENCE, RESEARCH AND DEVELOPMENT.

[WWW.MEGUIARS.CO.UK](http://WWW.MEGUIARS.CO.UK)





www.sealey.co.uk



# VEHICLE

## S E R V I C E

2018

VALID UNTIL 31<sup>ST</sup> MAY 2018

### 12V Heavy-Duty Mini Air Compressor

12V



**New**

- Air Delivery: 50ltr/min.
- 4.5mtr Air hose with quick release coupling and 3mtr power cord with clamps.
- Supplied in a storage bag with accessory kit including ball needle and adaptors for inflatables.

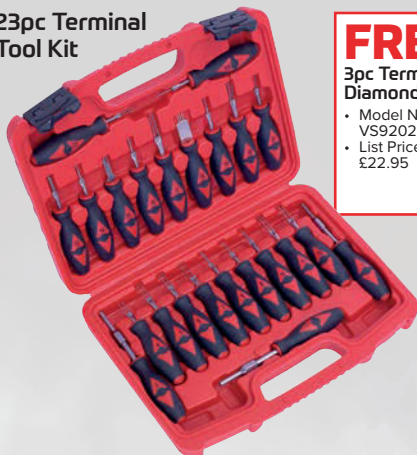
• **Model No. MAC05**  
• List Price £109.95



**£84.95** EXC. VAT

**£101.94** INC. VAT

### 23pc Terminal Tool Kit



**FREE**

3pc Terminal Cleaner Set  
Diamond Grip

- Model No. VS9202
- List Price £22.95



**New**

- Comprehensive kit, suitable for the removal of terminals on most wiring connectors.
- Features soft grip handles with number identification.

• **Model No. VS9203**  
• List Price £99.95

**£82.95** EXC. VAT

**£99.54** INC. VAT

### Digital Tyre Pressure & Tread Depth Gauge

**FREE**  
Tyre Valve  
Core Tool

- Model No. TST/VCT
- List Price £3.50



**New**

3-150psi

- Push-button operation with backlit LED display for tyre pressure.
- Read-out available in bar, psi, kg/cm<sup>2</sup> or kPa.

• **Model No. TSTPG11**  
• List Price £19.95

**£15.95** EXC. VAT

**£19.14** INC. VAT

### 3pc 1/2" Sq Drive Alloy Wheel Impact Socket Set



MM  
1/2"  
Sq. Drive



Premier

- Features nylon sleeve and insert to prevent damage to alloy wheels.
- Suitable for use with impact tools.
- Comprises standard 17, 19 & 21mm sockets.

• **Model No. SX031**  
• List Price £38.95

**£22.95** EXC. VAT

**£27.54** INC. VAT

### EOBD Code Reader Electrical Tester

Battery



- Multimeter, scope, starter test and EOBD code reader combined.
- CAN Enabled tool retrieves generic P0, P2 and P3 and U0 codes for engine emissions and manufacturer specific P1, P3 and U1 codes.
- Updatable via web-based downloads.
- Supports new extended sensor list (SAE J1979 2007), trouble-shooter code tips and repair information.

• **Model No. AL439**  
• List Price £129.95

**£79.95** EXC. VAT

**£95.94** INC. VAT



### Brake & Clutch Bleeding System



- One-man brake and clutch bleeding the professional way. Bleeding requires no external power source - simply fill and pump.
- Fitted with Ø42mm cap with 90° angled connector which is suitable for most European models.

• **Model No. VS820**  
• List Price £88.45

**£59.95** EXC. VAT

**£71.94** INC. VAT



2.5ltr Capacity

### Universal Pulley & Fan Clutch Holder Set

- Designed to remove and install fan clutch and rotate or restrain the camshaft pulley.
- Adjustable jaw spread and interchangeable pins.

• **Model No. VS4844**  
• List Price £72.95



**£54.95** EXC. VAT

**£65.94** INC. VAT

### Heavy-Duty Remote Action Hose Clip Tool

HEAVY DUTY



- Reinforced long reach tool designed to get to awkwardly positioned tag type hose clips.
- Features ratchet action for close control.

• **Model No. VS1673**  
• List Price £69.95

**£54.95** EXC. VAT

**£65.94** INC. VAT

### 7pc Mini Automotive Trim & Upholstery Tool Set



- Compact design allows use even where space is limited or where trim is most fragile.

• **Model No. RT7KIT**  
• List Price £26.95

**£6.95** EXC. VAT

**£8.34** INC. VAT



# Auto Finesse Total Interior Cleaner



Considering it's where we actually spend most of our time, it's pretty ironic that many of us neglect cleaning our cars interior far more than the exterior. In fact, even when we're out there every weekend polishing and waxing, most of us are guilty of doing not much more than giving the inside a bit a Hoover (if we can be bothered to drag it out) and slapping some dash shine over any grubby marks.

Even the more dedicated detailing maestros out there will recognise the problem straight away. Half the battle is always finding the right product to use for each part. It's not like washing and drying your paintwork. There's all sorts of different trim and materials on the inside of every car, and umpteen different offerings on the market designed to clean and shine each one. But what if your kit bag isn't the size of a small football

stadium, and you don't want the expense of filling it with every bloody specialist cleaner going?

Well, Auto Finesse reckon they have just the thing to sort out every part of your interior. Oh, and it comes in at under a tenner, too!

**PRICE: £8.95 (500ML)**  
[www.autofinesse.co.uk](http://www.autofinesse.co.uk)



## The Product

The guys at Auto Finesse clearly had the more high-end, luxury vehicles in mind when they formulated Total. Yes, it's an 'all purpose' cleaner, but unlike most of the ones you see on the market, they actually mean it here! You see, there are other APCs out there, but the problem with the vast majority is that they're powerful but pretty damn harsh. Now, although that's great for removing stains and spillages, very often they'll damage the fabric or trim underneath, especially with the more sensitive stuff like plush Alcantara and modern soft-touch plastics.

Traditionally, to solve this problem, you'd use a different product for each type of material and/or type of stain. So with that in mind, there's every opportunity for Auto Finesse to flog you a whole load of specialist formulas and potions for each one. But they haven't. Instead Total gives a balance of sensitivity and cleaning power that you just don't seem to find in other APCs. It also contains all sorts of optical brighteners and conditioners allowing delicate upholstery to be cleaned without fading or stiffening.

What's perhaps the most important thing here is you don't have to change the product for different materials or levels of soiling. You simply change the way you use it. For deep fabric stains, you soak it in for a while and use a cloth or a brush to agitate the dirt away. With dashboards and other trim it's either a case of spraying and wiping, or using your microfibre as an applicator. It's bloody powerful stuff too. Just a little of the low-foam formula wipes away grease, mould and silicone-based stains with ease, leaving behind a nice, natural finish.



## Midge's Verdict

In my not so humble opinion, the best thing about this product is that it definitely lives up to the name on the bottle. There's literally nothing to think about. It's a gentle cleaner when it needs to be, on your posh bits. But it turns into a super-tough stain buster when that's called for too. I also like the fact you can use it on absolutely anything. I found Total just as at home on delicate stuff such as light-coloured headliners (like the formerly mucky item on my Beetle), as it is on muddy carpets or sticky, fizzy-drink stained seats. It's also great for all those fingerprints on your dash and makes cleaning any other plastic, vinyl or rubber trim a doddle. In other words, you can obtain professional results on everything from the most pristine trimmed show car to the most abused daily driver, safe in the knowledge you're not going to cause any damage. Even better than all that peace of mind, you just need the one bottle and not a whole bag full of different cleaners.

An excellent all-rounder at an excellent price. You just can't ask for more than that.  
**In a nutshell: Does the job well and saves you money. Top notch.**







EUROPE'S BIGGEST JAPANESE CAR SHOW

# JAPFEST

IN ASSOCIATION WITH:

**EBC BRAKES**

**SILVERSTONE**

**SUNDAY  
6TH MAY 2018**  
SILVERSTONE CIRCUIT

**BOOK NOW**  
**SPECIAL SHOW BUNDLES!**

**£27\* INCLUDING**  
ENTRY, T-SHIRT & SOUVENIR MAGAZINE

**£35\* INCLUDING**  
ENTRY, HOODIE & SOUVENIR MAGAZINE

OFFER EXPIRES 12 NOON MONDAY 9TH APRIL



BOOK ONLINE **JAPFEST.CO.UK**

\*\*\*SPECIAL CLUB DISPLAY DISCOUNTS AVAILABLE\*\*\*

**FAST**

**BANZAI**

**Retro Japanese**

**NANKANG**

**GOODRIDGE**

**EBC BRAKES**

**K-SPORT**

**HARDRACE**

**BC FORGED WHEELS**

**BC SUSPENSION SYSTEMS**



\*£2 booking fee applies. Under 14s must be accompanied by an adult. Warning motorsport can be dangerous. All attractions subject to change.  
Bundle Ticket Sale ends noon (GMT) Monday 9th April 2018. Advance ticket sales close Midnight Saturday 5th May 2018





photo: Simmy Photography

**FASST**  
GALLERY

B M W E 9 2

*Inspirational Cars / Epic Imagery*  
**Carnography**





photo: Dino Dalle Carbonare

**FAST**  
CCP

LIBERTY W





AL K J A P A N

Inspirational Cars / Epic Imagery  
**Carnography**





photo: Jules Truss



HONDA CIVIC EG

*Inspirational Cars / Epic Imagery*  
**Carnography**



WWW.HARDRACE.CO.UK

# HARDRACE

CHASSIS STEERING ALIGNMENT



As fitted on Jorge Thomas Lupton's Honda Civic



FIND MORE PERFORMANCE AND HANDLING PARTS FOR HONDA CIVICS AT [WWW.HARDRACE.CO.UK](http://WWW.HARDRACE.CO.UK)

CHAMPIONSHIP WINNING

## PERFORMANCE

HANDLING UPGRADES FOR ROAD & TRACK

[SALES@HARDRACE.CO.UK](mailto:SALES@HARDRACE.CO.UK)

01274 683 633

[WWW.HARDRACE.CO.UK](http://WWW.HARDRACE.CO.UK)

## WORLD TIME ATTACK OPEN CLASS CHAMPIONS

Honda EG Civic • Open Class Winning Lap - 1:30:701 • Driver: Adam Casmiri





## WHAT'S HOT

**Pastel Paint** Along with race-inspired livery and outrageous colour-changing flip wraps, we also think that pastel colours will make a comeback in 2018. Pastels were huge in the modified societies of the mid 90s and Jorge's Civic shows why. In recent years pure whites or deep candies have ruled the colour charts but we think that's about to change...





# THE WOLF OF ALL STREETS

*This little peach poppet has traded all its cute for crazy.  
Don't cross it, it'll claw your eyes right out...*





## HOT RIDE: HONDA CIVIC EG



**P**rowling through the streets like some malevolent fruit-hued Adonis, this angry little Civic displays that screw-you attitude worn proudly by all true cut-throat bon viveurs. It plays by its own rules, and it doesn't care who it upsets. So what if you don't like the camber, or you scoff at the auto 'box, or you prefer a little more go to back-up your show?

Ask its owner Jorge Lupton how much he cares about that sort of negativity. Hell, he's painted the damn thing in a shade of juicy peach just to ram it all right down your throat. It's a Jordan Belfort of a car; hard-living, uncompromising, existing in the now. It makes no apology, because it doesn't need to.

For Jorge, this is very much a visual demonstration of how he lives his life, day in, day out. He's been monkeying about with cars since before he could even drive, and his back catalogue boasts a lengthy roll-call of sweet modded rides.

"Ever since I could drive and before, I wanted a Lupo low and wide – so I made that happen. I've had two crazy-low static Lupos," he says. "Then I moved onto a Mk2 Golf and a '68 Beetle, but I always had the heart for a Honda of some kind. One day a friend of mine let me know that he was selling a B16-swapped Civic coupé, which

I just had to buy as a daily while I finished my Beetle project – and it was on the drive home from picking it up that I realised I love the roar of a Honda engine!

"So it wasn't long before the Civic coupé became the main car for me: new wheels, new seats, new suspension, taking it to every show I could... mainly VW ones, to annoy the VAG lovers!"

This new-found enthusiasm for Hondas was working out pretty well for Jorge's creative juices. By the winter of 2015 he'd bought another daily runabout and elevated the coupé to full-fat main project status, taking it off the road to do the build justice.

After five months of work, Jorge proudly climbed aboard, rasped his way toward Mod Nats and... totally destroyed the car about five miles after leaving home.

Remember that scene in *The Wolf of Wall Street* where we see Belfort's Countach after his destructive drive home? That was effectively the scene Jorge was confronted with as he rubbed the sleep from his eyes the following morning, assessing the damage to see what could be saved.

With typical pluck, he fixed up all the damage and then went a step further, installing air-ride. But the car never felt the same after the crash, so he stripped it all down again, squibbed the Air Lift equipment away, and ditched the rest.

"I'd wanted an EG Civic for a while," Jorge ponders, "but never saw the right one pop up for sale – or if I did, it was at the wrong time! I finally found this one on eBay; it was in London which is about three hours from me, but I took the risk and drove up to have a look.

"When I got there it looked all right, but it was an auto, had a small bit of rust, and a ding on the passenger side door and wing. I offered him £200 less than he was asking and he took it! I'd never driven an automatic before and my first thoughts when buying the car were to swap in a manual. But it drove amazingly, and I like the idea of having an auto stance car. It's just such a cruiser."

Having got the car back to the unit, our intrepid adventurer wasted no time in







*We'd be proud to. Nice work Jorge*



**Spoiler alert!**



*"I'd never driven an automatic, but it drove amazingly. I liked the idea of having an auto stance car"*





# HOT RIDE: HONDA CIVIC EG

*That's just peachy*



stripping the Civic down to see exactly what he had. There's no point bolting things onto a wonky base – you've got to perfect the fundamentals first. So Jorge had a good poke around to see what was what. And what he revealed was... not ideal.

"I took the sideskirts off and both sills where rotten and stuffed with newspaper from a month before, which as you can imagine put a bit of a dampener on things," he grimaces, understandably aghast.

"The car was in bad shape paint-wise, but thankfully the overall body wasn't too bad apart from a wing, a door and the sills! I had the sills repaired at my friend's garage, Lowlife Chopshop, and after that various bits were in primer of course, so the idea then was to do full paint. Luckily for me my cousin owns a spray shop in Telford called Fred Wilson Restore."

Before the car was prepped for paint, however, Jorge felt it prudent to install the air-ride setup he'd rescued from his previous Civic. Well, you would, wouldn't you? It was a straight fit, barring a few tricks and tweaks, and while he was at it Jorge sent the front hubs off to GizFab in Skegness for them to be shortened. The boy had plans, you see. Having spoken to MPC Motorsport over in the States, he figured the ideal setup for the EG would be their drop forks and rear control arms – which they gave him a hefty discount on, because they thought his cars were cool! How's that for customer service?

"I'd always wanted BBS wheels but never had the money. Although this time round I was keen to make this car the one," he assures us. "So I thought bugger it. Then I saw my mate was selling his RMs super-cheap, I had to get them. They were in perfect specs for my car, and I asked my kind mother to loan me the money and she bought them for me!

"I wanted to fit them straight away. The rears fitted with -10 degrees of camber after cutting and modding the arms down a little bit. The fronts took about five hours of arch-bending using Fast Car magazines, a bible and a Demon Tweaks catalogue. The arches were absolutely battered but it didn't matter – the wheels fitted after all."

With the car all together, Jorge took it out for a few shakedown runs to check everything was in order before delivering it to the paint shop, around three hours from home. The guys did the bodywork and prep together on the weekends, with Jorge falling into a routine of finishing work mid-afternoon on a Friday, driving up to Telford and working on the car all weekend, a pattern that played out for around four months in the end.

But all the effort is in evidence in the finish, as the bodywork is flawless under that in-your-face peach paint. "I have to recommend Fred Wilson Restore," he enthuses. "He is a top quality painter and I owe the bodywork to him! I just helped prep the car as much as I could."

As is so often the case with cars we feature, the build came right down to the wire before its debut show, being finished a couple of hours before the Civic was due to unveil itself at FittedUK.

"It was a crazy rush, but we got there!" Jorge laughs. "And the reactions have been amazing – young people love it, old people are really confused by the air-ride." Which is why we do these things, of course. And now that the car's hibernating for the winter, we can expect some fresh new tricks for the 2018 show season. Jorge's already elbows-deep in wire-tucking the bay, and we're pretty sure we heard him whispering about a B16 engine swap. So soon enough this aggressive little EG, this wolf of all streets, will be amping up its prowling habits into full-on street-racing. And it'll be taking no prisoners along the way. 🏁



**10-inch Mountney steering wheel**



**Mods include smoothed front bumper, aerial delete and widened front wings**



## TECH SPEC: CIVIC EG

### STYLING

Peach paint; smoothed front bumper and JDM tailgate; M3 mirrors; aerial deleted and smoothed; widened front wings; USDM sidelights; all-red taillights; fuel cap delete with gold glittery paint fuel cap neck; BYC ducktail spoiler; EG SR front lip; H8 EG X private plate

### TUNING

D15 1.5-litre SOHC; automatic transmission

### CHASSIS


9.5x15in BBS RM rims with 3.5in lips; Air Lift Performance air-ride with 3P management; MPC 2in drop forks; MPC 2in drop rear LCAs; 2in shortened front hubs; chassis notched for driveshafts and track rods; shortened Hardrace camber arms

### INTERIOR

Corbeau fixed bucket seats; DC2 Recaro rear seats; black plastics; Mountney 10in steering wheel with quick-release boss; upgraded door speakers and headunit; simple boot build

### THANKS

Fred Wilson Restore; Lowlife Chopshop; GizFab; Auto Finesse for the sponsorship; my girlfriend Ashleigh for being the main cleaner; and my mum for always being supportive and loving the cars I build



"Reactions are amazing – young people love it, old people are really confused"





# Some like it Big



RRP £209.99

2.0 TFSI Oversize Intake Kit  
For A3/S3, Golf, Seat and Skoda

Features:

- 1032 cm2 Surface Area Filter
- Manifold Heatshield
- 90mm Inlet Diameter
- OEM Mounted 2 Part Heatshield
- Full fitting kit with instructions

## RAMAIR



ramair-filters.co.uk  
+44(0)1980 635300

Available at  
**amazon**



FREDWILSONRESTORE

07540 362433



f @Fredwilsonrestore i @Fredwilsonrestore

07540 362433

## DIRENZA

— street — track — stance —

WHEEL SPACERS

EXHAUST SYSTEMS



AIR KITS

LOWERING SPRINGS



MANIFOLDS

INTERCOOLER KITS



FREE UK MAINLAND SHIPPING - **GET IT FAST**

Call 0844 448 2002







# TUNING ON A BUDGET PART 1

*Making your car faster isn't about just throwing money at it. You can make big differences for bargain prices with a little thought - and we're here to show you how!*

We all know how expensive this modified car hobby is, and there's just no escaping that, but it doesn't mean you need to be rich to go fast. Just like everything in life, a bit of thought goes a long way to getting the most for your money. Let us show you some of the ways you can make big improvements to your car's performance for surprisingly little money. Not only will this feature help you make your car faster, but it should hopefully get the cogs in your brain spinning and you'll end up thinking of other clever ways to get maximum bang for your buck!

## TYRE PRESSURES

APPROXIMATE COST: **FROM 20P**

The difference in how your car handles and grips, simply by adjusting your tyre pressures, can be pretty incredible, and can sometimes make a bigger difference than much more expensive suspension modifications.

Getting maximum traction is quite simple. You just lower the pressure on the driven wheels to maximise how much rubber is touching the tarmac. Sometimes it's under 15psi on drag and drift cars, though we'd not recommend going that low on the road!

For handling... well, do you feel your car understeers a bit too much? If so, set the front pressure a little lower than the rear. Feels too tail happy? Lowering rear pressure compared to front can help compensate for that. Of course, going too low or too high will make the car handle either strangely or dangerously, so adjust it just a few psi each time. Considering the cost of some air for your tyres, the difference can be huge!





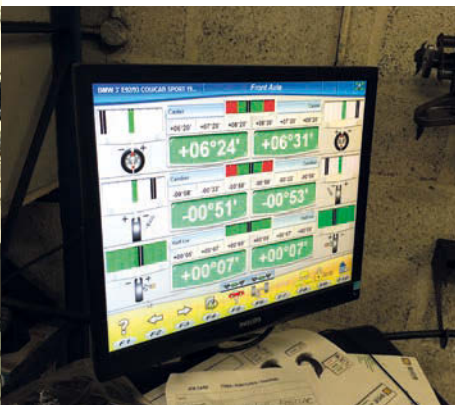


## SUSPENSION GEOMETRY APPROXIMATE COST: **FROM £30**

Having all your wheels pointing in the right direction is really overlooked. Even if your geometry is at perfect factory settings, that's rarely perfect for maximum performance. You'd be surprised how far out your

suspension can be, as potholes, little knocks against kerbs, or your suspension parts being replaced, can mean the geometry ending up miles out. This can really mess up your handling potential.

There are always improvements to be made, as standard geometry is more for tyre wear and idiot-proof handling than getting the most out of the car. For maximum performance, taking it to a specialist who can set it up for fast road or track use can transform your handling and grip. While having adjustable suspension components will allow them to make bigger geometry changes, most cars still have some adjustment using factory parts. Certain cars, MX-5s are a good example, are fully adjustable front and rear as standard, allowing a performance geometry specialist to make one handle like a real track weapon with no problem at all.

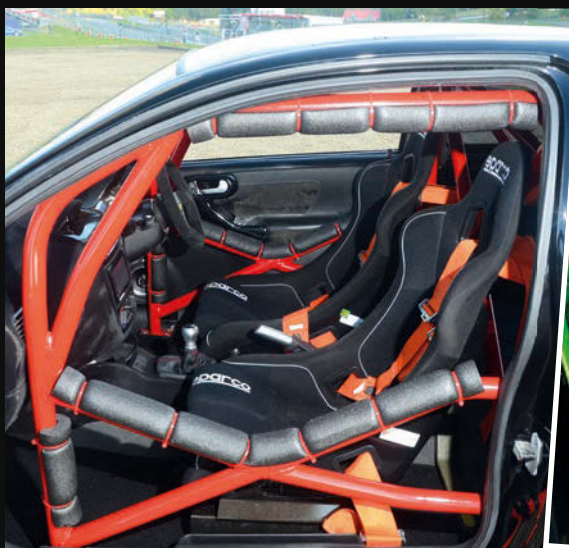


## DRIVER'S BUCKET SEAT APPROXIMATE COST: **FROM £100**

What do you think the best single modification to help tackle the corners is? Swanky coilovers or expensive tyres? Nope – it's a driver's bucket seat. It's hard to believe unless you've experienced it, but it's almost impossible to get the most from a car's handling, even if you've got a car with sports seats as standard.

Even if you're not fully falling out of your seat, you'll be subconsciously putting a lot of muscle effort in to staying put, and any effort doing that means less effort actually driving.

With a fixed racing bucket seat, not only can you put 100 percent of your efforts into driving, as it's literally impossible to fall out of it no matter how hard you corner, but you can feel what the car is doing a lot more easily, and it's usually significantly lighter, too. If hard cornering or drifting is your thing, a tight fitting driver's bucket seat is the best value for money modification you can do.



## MODIFIED STANDARD AIR FILTER SETUP APPROXIMATE COST: **FROM £15**

Taking a drill and grinder to your standard airbox to increase airflow has been a bargain DIY modification since the dawn of time, with people turning the pre-filter side of an airbox into Swiss cheese, by drilling hundreds of holes to increase airflow. This really does work and can be very effective on cars with restrictive airboxes, but with a little more thought you can get even better results.

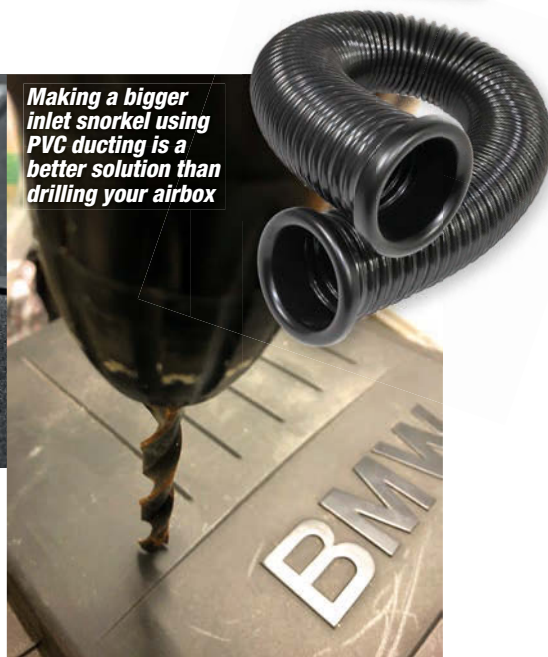
The reason drilling holes in airboxes can help is because the intake is often far too small, especially on modified engines. While drilling holes can solve that problem, these holes can often suck in hot engine bay air, which is far from ideal.

The ideal solution is to make a much bigger inlet snorkel, feeding cold air to the airbox from elsewhere, through an enlarged hole in the airbox. This is pretty simple and can have a dramatic effect on lots of cars for very little money. Even big 100mm diameter PVC ducting can cost less than £15 from RAMAIR.



Along with your modified airbox, an aftermarket panel filter will help increase airflow at a fraction of the cost of a full induction kit, making an impressive performing inlet setup for just a little bit of your hard-work and hard-earned cash.  
[www.ramair-filters.co.uk](http://www.ramair-filters.co.uk)

**Making a bigger inlet snorkel using PVC ducting is a better solution than drilling your airbox**





## UPGRADED BRAKE PADS

APPROXIMATE COST: **FROM £40**

While fancy-looking brake discs and callipers are impressive to look at, the one major effective upgrade for your brakes, even if you have seriously puny discs and callipers, is upgraded brake pads. Simple to fit and cheap to buy, with the right pads you can get serious stopping power from even the crappiest standard brakes. If you're serious about stopping we'd normally skip the 'fast road' pads, and find some serious track pads. They might make more brake dust, sometimes a little squeal, and give your discs a shorter life, but the improved stopping power for the low cost makes it well worthwhile.



## REMAPPED ECU.

APPROXIMATE COST: **FROM £150**

This isn't DIY, and it's generally only truly a bargain on turbocharged engines, but a remapped ECU on a turbocharged engine is often the biggest performance increase for your money there is.

Thanks to modern technology, a simple remapped ECU on most engines takes less than an hour to complete, too. And pretty much every turbocharged engine on the planet, petrol and diesel, will feel like a completely different animal after a remap. If it's more power you want, just get it done.



## LARGE BORE TURBO DOWNPIPE

APPROXIMATE COST: **FROM £150**

Exhaust systems aren't cheap. But if you have a turbo car and can't afford a full system, just get a big downpipe – they make a much bigger difference on a turbo car than all the rest of the exhaust!

Big downpipes are key to performance on turbo engines. And with most standard ones having a small diameter and often further restricted by catalytic converters, a decent aftermarket downpipe not only often increases power, but it can make the turbo spool up sooner, too. If you have a turbo car, a big downpipe needs to be near the top of your engine mods list, simple as that.



## SMALLER WHEELS

APPROXIMATE COST: **FROM £300**

Just like changing your diff ratio (as we'll mention in part 2 next month), fitting smaller wheels changes your gearing, reduces your top speed a little, but improves acceleration.

There are even more advantages as smaller wheels are lighter, and providing you go for a size common in motorsport, you often have a far wider range of high performance tyres, too. Overall, 13s, 15s, and 17s give you the best tyre choices, with 18s not that far behind.

In high-end motorsport, all cars run as small a wheel as they can fit for the brake disc size they have. And if you want maximum performance, so should you!





**SUSPENSION TOP MOUNT SWAP**  
APPROXIMATE COST: **FROM £50**

This is a clever one, but if it applies to your car, it's super effective. On some cars – BMWs and Subarus being common examples – if you swap certain front-suspension top-mount designs from right to left, and sometimes also rotate them from their intended orientation, it gives the car increased camber and castor, both of which are good for handling.

For example, on E36 and E46 BMWs, you can fit standard E36 M3 Evo top mounts to any model, giving more camber and castor than non-M3s had. But if you also fit the right one to the left, and the left one to the right, the camber and castor gains are even higher – to a level most drift and track cars would love to have, but at a far lower price than some aftermarket top mounts with that much adjustment can give. Winner.

**DIY AERODYNAMICS AND DUCTING** APPROXIMATE PRICE: **FREE**

Aerodynamics isn't all about huge wings and complex shapes, and you can make very effective changes to your own car's aerodynamics that cost almost nothing.

Unimportant ducts and scoops on your front bumper and bonnet can be blocked off to improve aerodynamics, and can often be combined with better ducting to your intercooler or radiator, forcing air into this important area rather than through other holes on the bodywork.

Air to a radiator or intercooler needs to escape from under your bonnet, too, so if you vent the bonnet just behind your radiator (very common on front engine race cars), you reduce lift by allowing the air to get out without going under the car. And you also improve your cooling efficiency.

Home-made front splitters made of thick rubber or plastic can be made to prevent as much air getting underneath the car and

creating unwanted lift. Removing your rear spoiler, providing it doesn't make your car unstable, can be a free way to improve aerodynamics, too. Another common free mod, especially on drag cars, is to either make holes in the rear bumper, or simply cut it away so there's less of it; a big rear bumper often works like a giant parachute at speed, creating a lot of aerodynamic drag.





# Help your engine breathe.

Trusted by professionals to remove and prevent soot build up from inside engines quickly and safely.

Revive is a low cost and effective treatment to overcome over-boost and under-boost issues with Variable Geometry Turbochargers which can be restricted by soot and carbon deposit build-up.

Revive helps to minimise carbon deposit fouling on inlet valves in Gasoline Direct Injection (GDI) engines.

For more information:  
[www.reviveturbocleaner.com](http://www.reviveturbocleaner.com)



# MAXIMISE ENGINE PERFORMANCE

used by & available from

**LITCHFIELD**  
ADRENALINE ENGINEERED



“ Evans Power Cool 180° keeps our engines cool, reduces pressure on the cooling system and helps deliver greater power.



[www.evanscoolants.co.uk](http://www.evanscoolants.co.uk)  
[facebook.com/EvansCoolants](https://facebook.com/EvansCoolants)







# ALTERNATIVE STANCE

*After accidentally getting carried away with his sensible new daily driver, JDM show car veteran Hoho Chan is now making similarly huge waves in the world of modified German motors with his first-class BMW 3 Series build...*



## WHAT'S HOT

**FITMENT** It's been one of the most hotly debated topics in the modified car world for a long time now. Very few styling cues accommodate such a polarising range of opinions as those revolving around fitment. Referring to the way the car's body sits in relation to its wheels, also often known as 'stance'. The quest for perfect fitment usually involves getting the lips of the car's wheels to sit as close as physically possible to the edges of the arches. While this undoubtedly makes for a squat, slammed look, many believe it takes away from the car's ability to be driven in all situations. A happy medium comes in the form of height-adjustable air suspension.

**A**lthough we're the first to admit that fettling with cars is probably up there as one of life's greatest pleasures, sadly there often comes a time in a person's life where things need to change.

Whether it's budget restraints or family commitments, it's occasions like trying to wedge your gran into the tight bucket seat of your race car to take her to the doctor's that make you wonder whether people might take you a little more seriously if you invested in a more grown-up, comfortable machine instead.

Middlesbrough-based Hoho Chan here succumbed to similar pressures that sadly almost spelled the end of his show car career for good. With a job threat forcing him to sell up his beloved Honda Accord – the latest in a long line of beautifully modified Japanese motors that helped put his name on the map – he was all but ready to buy something slightly tamer and throw in the towel altogether.

"I thought to myself, 'I'm just going to buy a nice daily driver and enjoy it' – not like my Accord which spent its life in a lock-up and saw the light of day about a dozen times a year," our part-time stunt man and Kleen Freaks trader remembers.

Cue this tidy 3 Series BMW finding its way into the story, then.

A low-mileage bargain found on Facebook, Hoho thought the lowly spec'd SE diesel coupé with its sensible, comfortable credentials would act as the perfect distraction from the world of modified cars and allow him to focus on the more boring, grown-up aspects of life. This didn't go down too well with his mates, however...

"I was blissfully enjoying the car with no intentions to do anything with it, until my friend Jim Novak had a bit of a go at me," Hoho continues with a grin. "He told me to stop putting up rubbish posts about vaping on my Instagram and get busy building another car!"



“I like to think I’ve done something a little different to the normal 3 Series show cars you see”



*You can say that again...*

One of many of Hoho's pals who was missing having his unique, talented touch on the scene, Jim soon challenged Hoho to a bet that he couldn't build another show-stopper by the next Fueled Society event that summer (a show which Jim helps organise), with a free ticket riding on his success. With Hoho himself secretly getting itchy feet by this stage, too, it looked like he was rather abruptly back in business much sooner than expected!

“My builds don't tend to happen over one winter. It's more of a progressive thing with me that takes many months or years and involves adding and removing stuff along the way,” Hoho explains his typical thought process when fettling his latest project cars. A good example of his strictly high standards-in-action occurred during the very first modification he tried out on his new German ride – a red leather M Sport interior upgrade that became apparent wouldn't make the cut after he installed it. “There was a big kink in the rear bench so the donor car had obviously been in a big crash.”

Undeterred, the modifications continued thick and fast as he began to tackle that rather plain-looking exterior. “The fact it was an SE not only meant it was gagging for some body changes, but also meant the whole process was pretty guilt-free,” he admits, soon snapping up an M Sport rear bumper, M3 sideskirts and an M3-style front bumper which were plonked in the garage to bit fitted later down the line.

As attentions shifted towards the chassis of his E92 Beemer, Hoho reached quite a significant fork in the road that would require a tough decision to be made. “I had to decide between the stance route and the track route,” he explains, eventually going for the former based on his previous success with heavily cambered motors, as well as figuring the oil-burning credentials of his car would never really favour being blasted around the track.

A quick chat with Vick at Low Pro soon saw a box of tasty Air Lift Performance air suspension making its way to his house to await fitment.

With the idea of a stripped-out racer being fully ruled out and with an impressive stanced motor already well underway, Hoho kept momentum going by grabbing the chance to bag a fairly unique Saddle Brown leather interior to replace that aforementioned dodgy red offering while ensuring the car offered up supremely luxury, OEM+ vibes when chilling in its cabin. Before one of the most difficult choices that could make or break the whole build was attended to: deciding which rims would sit under those arches.

“Having owned numerous sets of Volks, RAYS, SSRs and BBSs in the past, this really was one of the hardest choices,” he confesses, keen to prop up his premium German ride with nothing but the finest of hoops the country had to offer. Luckily he soon found what could be the perfect solution, not that they were actually for sale

at the time. “Dan Taylor from Wheel Unique had this stunning set of BBS RSIIIs, and I can honestly say I harassed the poor man until he agreed to sell them to me!”

With a deal struck that involved Dan keeping them on his car until after that summer's Gravity show, Hoho was confident this was the very best set of rims he'd ever be able to find for this particular application, and it's not hard to see why!

Conscious of the fact the first show of the year he was planning to attend, FittedUK, was now only a month away, Hoho next dusted off the pile of parts he'd accumulated and began getting them onto the BMW. The body panels were sent off to his painter for colour-matching, while the car itself was taken to his unit where he promptly got the air ride on over the course of a weekend with the help of some mates. “The install was actually pretty







*Saddle Brown M Sport leather;  
BMW Performance gearknob,  
gaiter and e-brake gaiter*

## SPECIAL DISH

The BBS split rims lurking under each arch of Hoho's BMW really are what dreams are made of when it comes to rolling stock. Stepped up from 18-inch to 19-inch diameters, thanks to fully custom staggered lips and barrels, the three-piece affairs feature super-rare concave faces finished up in body-matching grey to contrast the polished rose gold hardware.

"My friend Wilz sent me a set of OEM CNC billet centre nuts which were then set off with genuine BBS Design Line caps, and now they're perfect!" Hoho grins, admitting this slice of wheel royalty may have been one of the most expensive parts of the build but has clearly been worth every penny.

*Check the OEM CNC billet centre nuts  
set off by BBS Design Line caps*





straightforward in the end,” he recalls somewhat modestly.

Keen to set off the new lows by adding the new BBS wheels that were now in his ownership, the hoops were offered up to the car, where their extra girth soon sprouted some clearance issues. “Even though they were built for E92s, they were so wide they needed some extra work to be carried out,” he touches on how a little arch pulling soon offered up that absolutely stunning stance when the car was aired out – isn’t it amazing what a simple drop and some premium rims can create?

Hitting up the rest of 2016’s show season in this state of tune (including that fateful Fueled Society show that unsurprisingly involved Jim keeping to his side of the bargain by offering up Hoho a free ticket), 2017 brought about a few subtler tweaks that really illustrate our proud owner’s appetite to do things a little differently.

“When looking for a spoiler, I unexpectedly came across the full Amuse Ericsson-style FRP boot lid,” he explains as he points at the ducktail-style offering that now proudly sits out back. With more than a little JDM inspiration clearly going into this rare touch, it’s nice to see Hoho’s nod to his previous passions making their way over in such a tasteful way. This theme of being a little different would continue in an equally

as epic way at the front of the car, too. “Barry from BNG Performance needed someone to test an M2-style bumper which he was producing for the E92, which gives my car every bit of aggression I desired and was a completely unique look.” Ah yes, that crazy front bumper. The first car in the country to rock this incredibly cool part, it perfectly infuses the ultra-modern lines of the M2 with the car’s factory bodywork to offer up unrivalled levels of menace on the front end. All while retaining OEM-levels of class for extra points.

“I like to think I’ve done something a little different to the normal 3 Series show cars you see out there with full M Sport kits and rather predictable wheel choices,” Hoho sums up his satisfaction for managing to pull off something slightly more memorable than most with his latest creation.

From the bang-on fitment to the unique body enhancements, he’s used a selection of choice parts to transform his once-dreary daily driver into something that’s more than capable of winning awards at shows. Not that it’s going to last forever.

“With my current job meaning I need to carry a lot of stuff around, I’m in the process of transferring all of the bits over to a 335D Touring as we speak.” At least we can guarantee that his next car won’t be boring either, then! **F7**

## TECH SPEC: BMW 330D SE

## STYLING

Full re-spray in BMW Space Grey metallic paint; BNG Performance M2-style front bumper; M4 kidney grille; E92 M3 side skirts; M Sport rear bumper; MStyle Amuse Ericsson-style boot lid; de-chromed window trim

## TUNING

3.0-litre M57D30 six-cylinder diesel engine; re-mapped to 270bhp/420lbft; six-speed manual gearbox

## CHASSIS

10x19in (front) and 10.5x19-in (rear) concave-face BBS RSII three-piece split rims with grey faces and polished lips (converted up from 18-inch diameters with custom lips and barrels); Vagroots billet wheel nuts; various tyres; Air Lift Performance air suspension system with 3P management; VIAIR 440c compressor; M Performance brake upgrade

## INTERIOR

Saddle Brown M Sport leather interior; BMW Performance gearknob, gaiter and E-brake gaiter; Bass Mechanix air controller mount; rear-view mirror with built-in dash cam; SMD light conversion to white LEDs; factory BMW Professional audio system

## THANKS

Mike at Kleen Freaks and Wheel Whores NI; the fam at Nameless (@Nameless\_NMLS); Gary at Carter Paint Ltd; John at Penguin Speed Shop; Wilz at Vagroots; Vick at Lowpro; Chris at Sole Flavours; Si at Syco Graphix; Jim and Rog at Fueled Society; Barry at BNG Performance; Dan at Wheel Unique; Simon at Simmy Photography; Jack at Prestige Car Spa; Monty at Bass Mechanix and everyone who’s helped me out past, present and future. Catch Hoho on Instagram here: @hoho15\_nmls



#Boom



**PARTS  
WATER  
LIKE  
MOSES**

kleenfreaks.co.uk



**KLEEN  
FREAKS**

**GLASS  
CLEANER  
& RAIN  
REPELLENT**

Premium detailing products,  
handmade in Northern Ireland.

Premium detailing products, handmade in Northern Ireland.



**PRISTINE**  
— WHEELS —










**OUR ATTENTION TO DETAIL  
IS WHAT SETS US APART.**

Everything you would expect from Britain's  
leading wheel refurbishment company.

FOR DETAILS CALL 01908 28 26 28 OR  
VISIT [WWW.PRISTINEALLOYWHEELS.CO.UK](http://WWW.PRISTINEALLOYWHEELS.CO.UK)



**PENGUIN  
SPEED SHOP**

-  Full & Half Wraps
-  Printed Wraps
-  Custom Graphics
-  Fleet Liveries
-  Hydro Dipping
-  Vehicle Modifications
-  Club Merchandise



TEL: 01745 403211  
[www.penguinspeedshop.com](http://www.penguinspeedshop.com)





# HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** VISIT [pktmags.com/fastcar](http://pktmags.com/fastcar)  
OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO FAST CAR MAGAZINE

## DELIVERY / PAYERS DETAILS

Mrs/Ms/Miss/Mr ..... Forename .....  
Surname .....  
Address .....  
.....  
Post / Zip code .....  
Country .....  
Daytime phone ..... Mobile .....  
Email .....

## GIFT DELIVERY DETAILS

Mrs/Ms/Miss/Mr ..... Forename .....  
Surname .....  
Address .....  
.....  
Post / Zip code .....  
Country .....  
Daytime phone ..... Mobile .....

**BEST UK DEAL • SAVE 20% • BEST UK DEAL • SAVE 20%**

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £51 (SAVING 20%)  
**PLUS FREE VALET PRO WAX KIT.** I understand that my subscription will  
continue at this rate with payments taken every 12 months - unless I  
write to tell you otherwise.

Instructions to your Bank or Building Society to pay by Direct Debit



Name of Bank .....

Address .....

Postcode .....

Account name .....

Sort code ..... Account number .....

.....

Signature ..... Date .....

Originator's Id number ..... Direct Debits from the account detailed in this instruction subject to the safeguards  
assured by the Direct Debit guarantee. I understand that this instruction may remain  
with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank  
or Building Society.

**8 3 7 3 8 3**

## PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ UK: 6 issues at **£29.70 (NO GIFT)**

☐ UK: 13 issues at **£64.35 SAVING 9% £58 PLUS FREE VALET PRO WAX KIT**

☐ USA / EUROPE: 13 issues at **£78 PLUS 2 FREE ISSUES (NO GIFT)**

☐ REST OF WORLD: 13 issues at **£84 PLUS 2 FREE ISSUES (NO GIFT)**

☐ I enclose a cheque for £..... made payable to Kelsey Publishing Limited (drawn from a UK account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard for £.....

Card number .....

Security number .....

Valid from ..... / ..... Expiry date ..... / .....

Signature ..... Date .....

## (UK ONLY) PLEASE SEND COMPLETED FORM TO:

**FREEPOST RTKZ-HYRL-CCZX**, Fast Car, Kelsey Publishing Ltd.,  
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

## (INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:

Fast Car, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill,  
Cudham, Kent, TN16 3AG, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Free gift is subject to availability, for new UK subscribers only and will be delivered within 25 days. Offer closes on the 6th April 2018. For details of why we cannot provide free gifts to all our subscribers visit our website at [shop.kelsey.co.uk/subscriber](http://shop.kelsey.co.uk/subscriber). Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. However, from time to time we would like to contact you with details of other products that we provide and believe will be of relevance to you. If you consent to us contacting you for this purpose please tick to say how you would like us to contact you, either by post ☐ email ☐ telephone ☐ or text message ☐ You can update your preferences at any time by emailing us on [subs@kelsey.co.uk](mailto:subs@kelsey.co.uk) or by calling us on 01959 543 747. We will not pass your details onto third party companies.

**FAST**  
car

# 2 EASY OPTIONS...

## OFFER 1. DIGITAL EDITION

**PAY JUST £28.99  
FOR 13 ISSUES  
SAVING 54%\***

All of our digital magazine  
subscriptions and issues can be  
downloaded from anywhere in the  
world and read on PC, Mac, iPad,  
iPhone, Android devices, Kindle Fire,  
Windows 8 devices and any HTML5  
compatible device.



\*Discount calculated from print issue price of £4.95.  
FREE gift not included with digital subscription orders.

**AVAILABLE ON  
THE APP STORE AND  
POCKETMAGS.COM**



**pocketmags.com**

[pktmags.com/fastcar](http://pktmags.com/fastcar)



# SUBSCRIBE TODAY

## WHICH ONE SUITS YOU?

OFFER 2. **PRINT EDITION WITH FREE GIFT**

### FREE VALET PRO WAX KIT WHEN YOU SUBSCRIBE WORTH OVER £30

Subscribe today to get your favourite magazine every month, plus your car gets a treat too with these fantastic Valet Pro protection products, absolutely FREE!

**Purple Passion:** An easy to use paint cleanser that effortlessly removes fine marring from the paint surface while leaving a highly glossy, silky finish. This is the perfect pre wax paint cleanser creating the perfect base for Mad Wax.

**Mad Wax:** Manufactured using a blend of Montan & Carnauba waxes, it's easy to use, has fantastic gloss and importantly offers up to three months durability. It's easy to apply and buff to a high gloss shine.

**Micro fibre cloth:** Cuts through polish and wax to reveal the clarity and beauty of your paint.

**Soft applicator pad:** Great at applying thin layers of wax or dressing product.

\*20% saving based on cover price of £4.95 per issue. UK Direct Debit print offer only.



PAY FROM JUST  
**£51.00**  
EVERY 12 MONTHS  
SAVING 20%\*

3  
EASY  
WAYS  
TO ORDER

1 ONLINE  
**shop.kelsey.co.uk/ftc**

2 POST  
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,  
Fast Car Subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn,  
Berry's Hill, Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM  
**01959 543 747** & quote offer code FTCP0518  
Hotline open: Mon - Fri 8am - 6pm.



# REVOLUTION

## COMPETITION ▲ WHEELS



### MILLENNIUM RALLY

15X7.0 TO 15X8.0 / 16X5.5 TO 16X8.0  
17X7.5 TO 17X8.0 / 18X7.5 TO 18X8.0



### CR10 FLOW-FORMED RACE NEW

15X6.5 / 16X7.0 TO 16X8.0  
17X7.5 TO 17X9.5 / 18X8.0 TO 18X10.0

18X10.0 WEIGHS 10.3KG,  
ALSO AVAILABLE IN CENTRE LOCK



### GR14 RALLY

15X6.0 TO 15X7.0  
16X7.0 NEW

AVAILABLE IN 4, 5 & 6 STUD



### RFX RALLY

13X5.5 TO 13X6.0 / 14X5.5 TO 14X6.0  
16X7.5 TO 16X8.0 / 17X7.5 TO 17X8.0 NEW  
BMW E30 M3 & COSWORTH SIERRA FITMENTS AVAILABLE



# 50 YEARS IN MOTORSPORT



1967-2017



## 4 SPOKE RALLY

13X5.5 TO 13X10.0



## 5 SPOKE RALLY

15X6.0 TO 15X10.0

MANTA/ASCONA 400 FITMENT NOW IN STOCK



## 4 SPOKE RACE

10X7.0 NEW

13X5.5 TO 13X10.0

FORMULA SUPER VEE FITMENT NOW AVAILABLE



## 8 SPOKE RALLY

13X6.0 TO 13X9.0 / 15X5.0 TO 15X10.0

TEL +44 (0) 1623 860000 • FAX +44 (0) 1623 860165 • MOB +44 (0) 7702 845264



# WHAT'S HOT FOR 2018?

We take you on a journey through the cutting-edge car trends expected to drop this year...



**Y**ou'd be pretty safe in saying that the modified car scene hasn't been as diverse and thriving as it is right now for many, many years indeed.

Perhaps it's the internet bringing the world closer together, or just a natural shift for the better in people's mind sets, but head to any car event today and you're likely to see the very same people gawping over the likes of a rally-spec'd Subaru as you will the completely decked VW Golf parked up

right next to it. It might seem like anything goes these days, but that's not to say there aren't certain modifications that are in right now. The likes of riveted-on wide arches, aggressive aero and painfully valuable bespoke split rims (all mixed together with a sprinkling of JDM-inspired flair), for example, will no doubt become synonymous with the 2010s in decades to come.

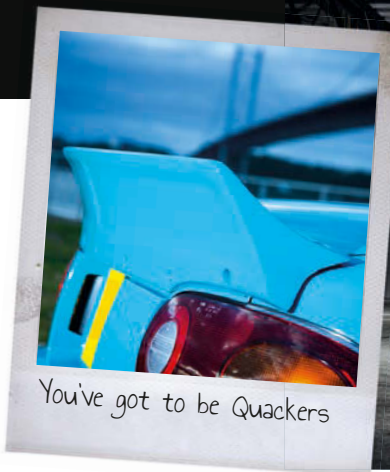
But what's next? With the car world never sleeping, we've put together this guide of what we think is hot to trot in 2018 ...



## STYLING

Whether you're more into killer stance or neck-snapping power, you might've noticed a bit of a lull in craziness recently when it comes to the appearance of your typical modified cars. With more people snapping up motors brand new from the factory, attentions shifted away from ripping apart the carefully designed standard curves and instead went into applying a light smattering of extremely well-thought-out, clean parts to help make an impact instead.

You might be pleased to hear, however, that things are set to get a little more bonkers again in years to come. It only takes a look at some of the cars on display at this year's Tokyo Auto Salon (see report on page 19) – where many trends seem to emerge from – to see that under-car neon lighting, lairy paint, race car-inspired wraps, aggressive wide-arch body kits from the heyday of the noughties all seem to be on the rise once more. This out-there styling transfers over to the track-inspired



project car camp, too, with canard-ridden bumpers, ducktail spoilers and other tech-packed aero trickling down from insane Time Attack race cars to more road-focused builds.

Even the manufacturers are letting their hair down. If you're lost for inspiration, just look at the BMW M4 GT3 and the insane McLaren Senna...



## INTERIOR/AUDIO

Improvements in technology are responsible for some of the latest trends to hit cars' interiors. With practically every new car on sale today having some sort of huge touchscreen display where the more traditional switchgear once would've laid, it seems that modified car owners now want a piece of the action, too.

Whether it's hard-wired to your car's ECU to give you a live heads-up as to your engine's goings-on when you're pushing things to the limit, or to watch your latest favourite YouTube video on, the versatility of the humble dash-mounted screen has come a rather long way recently.

Then there's the small matter of audio. Somewhat overlooked as owners' attentions shifted to other areas of their cars in recent years, serious ICE installs are another feature that're undoubtedly making a huge comeback right as we speak. With trick new hardware offering one hell of a punch in much smaller packages, owners are worrying less about weight and practicality factors and more about the location of their futuristic speakers during the latest generation of installs.

Then there's the integration of software such as Apple CarPlay and Android Auto: instantly making your car cleverer than Knight Rider's KITT at the touch of a button.





# WHAT'S HOT: TOP TRENDS

## CHASSIS

We established in our Hot Rims special back in issue #392 that wheels really are what make the world go around, so putting some thought into your next set of rims could be one of the most important decisions you ever make with your car.

Those still on the hunt for the perfect fitment might be pleased to hear that wheels with concave faces are tipped to carry on their dominance. Designed to have an aggressive offset, thanks to the way the spokes travel inwards towards the central hub, these puppies are a surefire way of adding a bit more stance to your ride. If you're not keen on concave spokes, then why not set about building your own wheels instead?

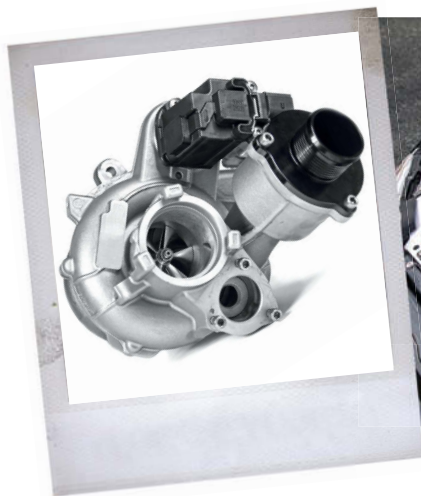
With split rims being big business now, more and more enthusiasts are taking to building their own bespoke setups using custom dishes, faces and barrels. The world really is your oyster here.



When it comes to propping up your ride, air suspension is well and truly here to stay. With modern systems ironing out any problems that used to be associated with air and now easily matching a coil-sprung car in the handling department, getting one of these trick



height-adjustable kits installed really is a no-brainer. Air Lift's latest Performance range, for instance, is built with show, track and the road in mind, its sturdy monotube shocks combined with a colossal five inches of height adjustability on the fly. What's not to like?!



## PERFORMANCE

With all aspects of car fettling getting smarter, it's no surprise that improving on performance is following the same pattern. Never before could so much be achieved from plugging in contemporary motors into your laptop and having a play (if you know what you're doing, of course). With the introduction of trick hybrid turbocharger conversions to modern boosted

machines, hugely improved levels of performance can be achieved with practically zero loss in everyday driveability. Combined with trick mods like a water-methanol injection system, and you really are laughing.

The engine swap is taking things to the next level. It's a job which can be a lot less daunting than it was a few years ago, thanks to the rise of 'bolt-in' mount swap kits and bespoke wiring harnesses that take out a ton of the hard work for you before you've even begun. In summary then, what a time to be alive!

## PERFECT PROJECT CARS for 2018

Looking for a new project car altogether? Here's a trio of motors we reckon we'll be seeing a whole lot more of during 2018's summer show season...



**FN2 Civic Type R** With examples of this futuristic VTEC screamer now amazingly on offer for less than £4k, this CTR currently represents fantastic value for money.



**Mk5 Golf GTI** It still looks the nuts over a decade later, sports a hugely tunable 2.0-litre turbo lump up front, and examples are currently available for about as cheap they're ever going to be. Get involved.



**986 Porsche Boxster** Fancy a mid-engined, rear-wheel drive and iconic sports car for under £5k? It's all achievable with a high-mileage example of Porsche's first-gen Boxster.

•Renault Sport Clio 182 Trophy



•Mk3 Golf VR6 / Corrado VR6



•MINI Cooper S



•Nissan 350Z



•Citroën Saxo VTS/VTR



•106 Quiksilver / GTI



## Missed the boat? Get the next one...

Have you checked the prices of some retro cars lately? A few years back saw an increase of retro rides in the scene, cars like the Civic EF became popular amongst modifiers looking to do something a little quirky on a small budget. Damn, we even got on the bandwagon and built a Mazda 323 Sedan. The problem is, these '80s classic have hit a premium in recent months, no longer making them cheap and cheerful toys. But don't fear as the next batch of modern classics have arrived. We've listed a few '90s hatches that will soon follow in their predecessor's appreciating footsteps. They won't stay this cheap for long, so if you fancy yourself as a bit of an Alan Sugar type... We reckon these overlooked gems are only going to go up in value. They make for the perfect investment and modified toy.



# **NANKANG** TYRES



## **NS-2R**

- MSA List 1B approved
- **Fast road / Track** - designed for fast road and track day use
- **Available** in 13" to 20" sizes
- **Endurance compound** for grip lap after lap come rain or shine



## **AR-1**

- MSA List 1B approved
- **Race** - designed for the racing driver chasing lap times
- **Available** in 13" to 18" sizes
- **Unique compound** optimised for fast track use



# WE WANT YOUR RIDE!

Coming Soon: See the full feature on this air-ride  
equipped VW Polo in issue #394.  
Dropping on the 30/03/18



---

Nope, we're not offering you half the trade price for your car like those websites. Instead, we want to give you the chance of being featured in the best modified car mag on the planet! So if you own a cool-as-a-cucumber car you think worthy of the pages of *Fast Car*, we'd love to see it. Just send some good quality images, and a spec list, to [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) with 'Feature Car' in the subject. If we like it, we'll get back to you to arrange a photoshoot. Simples.

---



FOR ALL YOUR  
ADVERTISING NEEDS  
CALL

**DAVE  
LERPINIERE**  
**01732 445326**

OR EMAIL

[David.lerpiniere@talkmediasales.co.uk](mailto:David.lerpiniere@talkmediasales.co.uk)

/ A BRAND NEW RIGID RIM PROTECTOR DESIGN



/ SIZE SPECIFIC

#### ALLOY WHEEL RIM PROTECTION & STYLING SYSTEM

- / Easy to fit wheel rim protectors
- / Designed for flat faced wheels
- / Protects alloy rims from damage
- / Covers up existing damage
- / Saves on wheel refurbishment
- / Made from a hard plastic
- / Easy to replace sacrificial product
- / Available in different colours
- / Fully tested
- / Designed & manufactured in the UK

  
**RIMBLADES<sup>®</sup>**  
**PRO**  
THE BEST VALUE WHEEL PROTECTION AVAILABLE

**3M**

[www.rimblades.com](http://www.rimblades.com)

 **MADE IN  
BRITAIN**

# The Fast SHOW

**SUNDAY 15<sup>TH</sup> APRIL 2018**  
**SANTA POD RACEWAY**

*The first & best*

**CAR SHOW OF THE YEAR**



INCLUDING RUN WHAT YA BRUNG • AUTOGLYM SHOW & SHINE • FWD DRAG SERIES • LIVE ACTION ARENA  
STUNT DISPLAYS • JET CAR • DRIFT RIDES • LIVE STAGE\* • CLUB DISPLAYS AND MORE

**CALL 01234 782828 OR VISIT**

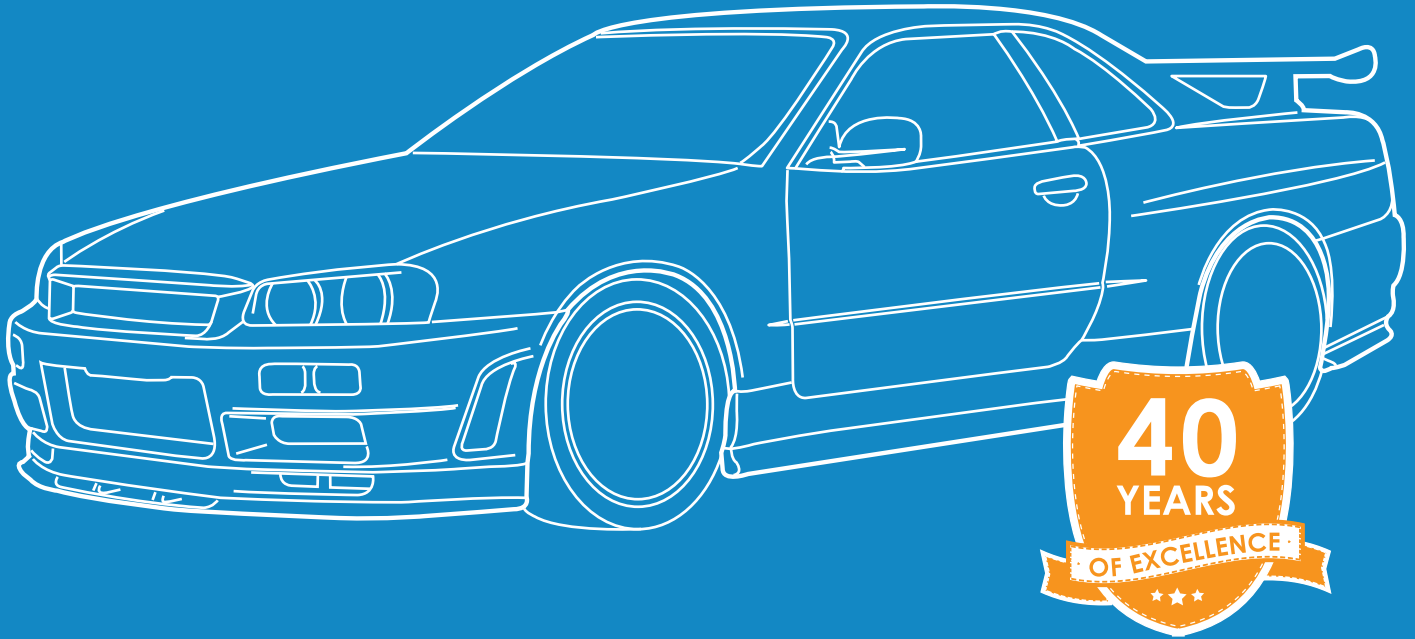
**[WWW.THEFASTSHOW.COM](http://WWW.THEFASTSHOW.COM)**

TICKETS FROM  
**£20** \*\*  
KIDS GO FREE!  
(Max 3 per adult)

\*As part of your sporting event entrance only. \*\*Advance price, booking fees apply. Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, NN29 7XA – Signposted from J14/15 M1.



# Your Pride and Joy



Benefits available can include:

- FREE Legal Cover
- Agreed Value
- Limited Mileage Discounts
- Track Day Cover
- Imports Cover
- Club Member Discounts

## Modified Car Insurance

Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

**0800 085 5000**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority







## FASTPROJECTS



### MIDGE'S VAGS

Two for the price of one this month as Midge gives us an update on his Beetle and Audi. What a time to be alive.

**Start**

**Never Finished**

MAIN MODS: K&N INDUCTION KIT • CORBEAU RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT SUSPENSION

**P092**



### GLENDAS' AUDI RS4

It's always good to wear the right protection and our Glenda only uses the best rubber.

**Start**

**Never Finished**

MAIN MODS: NOTHING YET BUT IT'S CLEAN AND INSURED

**P094**



### SLIM JULES' BMW 335i

Anyone want to buy a 450bhp BMW 335i? Never raced or rallied, and it's had one careful owner (out of six).

**Start**

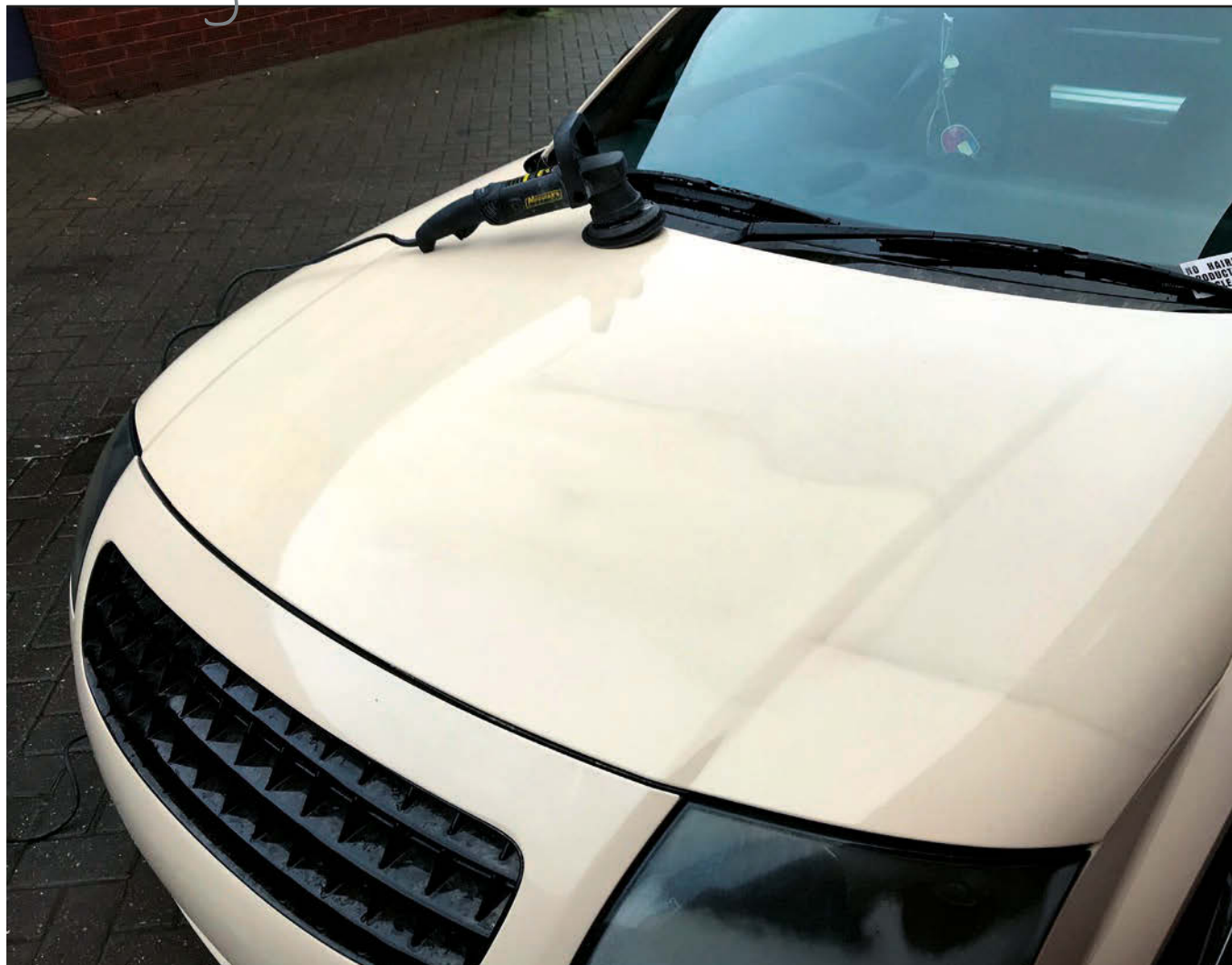
**Finished**

MAIN MODS: ADVAN TYRES • AIR LIFT AIR RIDE • 3SDMS • HYBRID TURBOS • MILLTEK EXHAUST • FORGE FMIC

**P096**

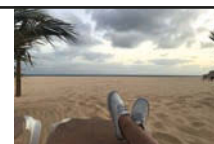






## MIDGE'S VAGS

**A BIT OF MAINTENANCE, A TRIP UP NORTH, AND A HOLIDAY... SAME OLD, SAME OLD.**



This month, I witnessed a man refer to someone else as 'a f\*\*king wand'. I'd never heard that expression before; I laughed for about three days.

The reason I brought this up, apart from the fact that I think it's the funniest thing I've heard for ages, is that I believe it perfectly describes whoever recently stuck their finger through the wrap on my TT.

Still, apart from that, the vinyl has been on there for a good few seasons now, and, generally speaking, it has stood the test of time very well.

My Audi is far from pampered considering it's kept outside and used all year round, so inevitably there's going to be few bits and pieces that need refreshing to get it back up to scratch... not least the bubble that someone has kindly helped me out with by using their podgy fingers. Being such a light colour, it's picked up a little dirt along the way, and although that only becomes noticeable when you take off the bonnet

bra, I quickly realised that it's going to cause colour matching problems when I get it patched up with new vinyl. It would seem then, that the only solution is to re-wrap the whole car, but to me that's a waste because I definitely don't want to change the colour. All this put me in a 'nothing to lose' situation, so I did what just about everyone out there recommends not to do – I broke out my DA and polished the bugger.

To be fair, it's a gloss wrap and a bit of mild, non-solvent based compound cleaned it up nicely. So, there you go, I'm not suggesting you do it, but you can, in fact, polish a wrap. Now all I need to do is get the other parts re-wrapped (and replace a duff headlight) and the exterior will be back exactly where I want it and worthy of my sweet new wheels.

As for the inside? Well, as I said last month, I want the TT and Beetle to match (just like your shoes and handbag – Jules), so I've been busy looking at colours to get

them both sorted at the same time. What I need is a cool shade that can be used to trim the Bug in hard wearing-vinyl and then replicated in leather for the TT. Sounds easy, right? It's not.

Lucky for me, this sort of thing is where the experts at Cobra Seats excel. They not only make some of the world's best perches, after all, but they also know their stuff when it comes to trimming and offer all the custom services you could ever need.

Having helped me out on quite a few projects over the years, I felt it best to sling the Beetle rear bench and doorcards in the back of my truck, drop them off and then immediately go on holiday to have a think about the eleventy billion colour, trim and seat options I could choose. After a week of sunshine, I think I've got it down to my final three that'll pop nicely with the black dashes... unfortunately, I reckon it's gonna be at least another week before I can decide on anything else. Shame.

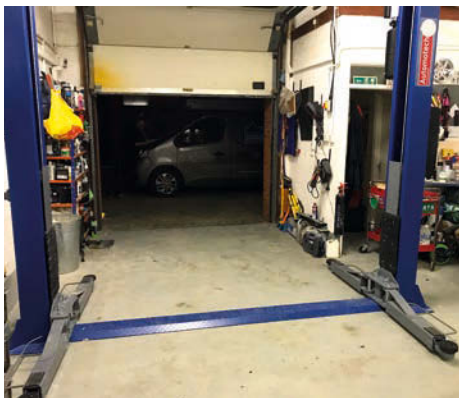




Clean the cream



A replacement headlight  
is next on the list



THIS MONTH

<b>PARTS</b>	
Cars .....	£0
Holiday .....	£Winter Sale Bargain
Total .....	£POA

**Contacts**  
Virgin Holidays – [www.virginholidays.co.uk](http://www.virginholidays.co.uk)  
Cobra Seats – [www.cobraseats.com](http://www.cobraseats.com)





*Unfortunately Glenda miscounted how many tyres he needed*

## GLENDAS AUDI RS4

**THE RS4 FINALLY GETS TO GRIPS THANKS TO SOME SUPER-STICKY TOYO TYRES...**



The RS4 has a lot to live up to as it's one of those cars people class as a 'real driver's car' and one you really need to drive, like the M3 or Nissan GT-R. I've owned my Avant for a while now and so far it's more than lived up to expectations. However, I still haven't quite had the confidence to really push it in the corners or when the road conditions are more testing. Why? Well, quite simply, the tyres it came with had seen better days. It's not that they were bald, but they did have a few chunks missing out of the sidewalls.

So this month I finally got round to replacing them for something capable of delivering the power from the 4.2-litre V8 to the tarmac and what could be more suitable than a set of Toyos? Especially the Proxes T1-Sport, which are available for the TT RS, S6 and RS5 as an OE fitment from Audi, which is clearly testament to their high performance credentials. Well if it's good enough for them, it's definitely good enough

for me. So, without further a do, I got some 255/35x19s ordered up and then popped down to my local tyre fitters, Malvern Tyres, who I must say took great care in fitting them. I know that should be a given, but, unfortunately, that's not always the case at some tyre fitters, even at some very well-known ones.

Anyway, as I write this, I'm two weeks into fitting the Toyos and they've been fully tested by the recent weather – what with torrential rain, ice and even a bit of snow. I have to say they've been a godsend and performed amazingly well under all conditions and massively improved the handling and the responsiveness of my RS4. I really can't say a bad word about them, they're great all rounders and I'd definitely recommend them or their new replacement, the Proxes Sport which features an all-new compound and improves on the T1-Sport's performance in all areas.

So what's next? Well hopefully an exhaust, so I can start annoying my new neighbours very soon...



*It's rude to point, Glenda!*





*Toyo Proxes, a legend  
amongst modifiers*



*Lovely fresh rubber*



## THIS MONTH

### PARTS

Toyo Proxes T1 Sport 255/35/R19 x4..... £494  
Malvern Tyres fitting and balancing..... £60

Total ..... £554

### CONTACTS

Toyo Tyres - 01933 411144 / [www.toyo.co.uk](http://www.toyo.co.uk)  
Malvern Tyres Longwell Green - 01179 327456





*The 3-piece 3SDMs aren't included in the sale*



*Jules has hoovered it any everything*



*This dream machine could be yours!*

## JULES' BMW 335i

**ER, DOES ANYONE WANT TO BUY A FAST CAR?**

As you may have noticed, I've been missing from these pages for the last couple of months. It's not because I don't want to start a new project. It's because, at the moment, I can't. You see, I need to sell my BMW 335i to fund my next venture.

The E92 almost sold last year, but the guy interested turned out to be a complete time waster. You know the sort. They give it all the big one, but in reality don't have the cash. Anyway, by the time I realised this was the case it was almost Christmas and there was no point in advertising it again then, or in January, when even Bill Gates is feeling the pinch. So the BM has basically sat on the drive for the last couple of month waiting for its new owner.

It's got a fresh MoT, loads of

modifications, including air ride and M3 Frozen Grey paint and will see off the equivalent M3 as it's pushing over 450bhp. So if you're after a ready-made show car with plenty of room to stamp your own personality on, then ping me an email (jules.truss@kelseymedia.co.uk) and make me an offer around 10k!

Yup, just £10,000. I think that's pretty decent value for a car that's worth £6,000 stock – this one has had over 20-grand spent on it in modifications!

I promise I won't spend the money on anything but another project. In fact I'm planning on starting two. First on the list is a new daily to take me on my modified pilgrimages across the UK, and the other a mental Mk5 Golf GTi build to commemorate

Fast Car's 400th issue! I'm thinking wide arches, wider wheels, and lots of power. Watch this space...

### THIS MONTH

#### PARTS

Nowt! .....Free

Total .....£Free

#### Contacts

[www.pleasebuymycar.com](http://www.pleasebuymycar.com)

### NEXT MONTH

*Who knows. Maybe a new project, or two...?*







25-27 MAY

**FIA WORLD RALLYCROSS**

—  
**LIVE MUSIC**  
**E-GAMING**  
**DRIFT**  
**GROUP B**  
**TEST DRIVES**  
AT SILVERSTONE



DESTINATION: OVERDRIVE

***speedmachine***



DESTINATION: OVERDRIVE

***speedmachine***



25-27 MAY

**DIZZEE RASCAL**

—  
**MINISTRY OF SOUND**

—  
**BASEMENT JAXX**  
**(DJ SET)**

AT SILVERSTONE



BOOK TICKETS FROM £50 AT [SPEEDMACHINE.COM](http://SPEEDMACHINE.COM)



**RENAULT**

**#AUTOSPORT**







# PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages), but here's the majority of the scene's core motors – and a few wacky OEM+ options

Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005-)	5x110	65.1
	166 (1998-2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010-)	5x100	57.1
	A3 (8L 1996-2003)	5x100	57.1
	A3 (8P 2003-)	5x112	57.1
	A4 (8E 2000-2004)	5x112	57.1
	A4 (B8 2007-)	5x112	66.6
	A6 (1999-2011)	5x112	57.1
	A6 (2011-)	5x112	66.6
	A8 (4E 2002-2010)	5x112	57.1
	A8 (4H 2010-)	5x112	66.6
	RS6 (4B 2002-2004)	5x112	57.1
	S3 (1999-2003)	5x100	57.1
	S3 (2006-)	5x112	57.1
	S4 (199-2001)	5x112	57.1
	TT 8J (2007-)	5x112	57.1
	TT 8N (2003-2007)	5x100	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004-)	5x120	72.6
	3 Series E30 (1982-1990)	4x100	57.1
	3 Series E36 – F30 (1990-)	5x120	72.6
	5 Series E28, E34 (1985-1995)	5x120	72.6
	5 Series E39 (1995-2003)	5x120	74.1
	5 Series E60 – F11 (2003-)	5x120	72.6
	6 Series (1976-)	5x120	72.6
	7 Series (1977-)	5x120	72.6
	Z3 (1996-2003)	5x120	72.6
	Z4 (2002-)	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998-2004)	4x108	63.3
	Focus (2004-)	5x108	63.3
	Focus RS (2009-)	5x108	63.3
	Ka (1996-2008)	4x108	63.3
	Mondeo (1993-2000)	4x108	63.3
	Mondeo (2000-)	5x108	63.3
	Puma (1997-2001)	4x108	63.3
	Sierra Cosworth (1990-1992)	4x108	63.4
	StreetKa (2003-2006)	4x108	63.3
Ferrari	355	5x108	67

Fiat	Punto (1993-)	4x98	58.1
	Coupe (1993-2000)	4x98	58.1
	Bravo (1995-)	4x98	58.1
Honda	Accord (2003-)	5x114.3	64.1
	CRX (1984-2000)	4x100	56.1
	Civic (1983-2006)	4x100	56.1
	Civic (2006-)	5x114.3	64.1
	Civic Type R (all)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
	S2000	5x114.3	64.1
Infiniti	G35 (2003-2007)	5x114.3	66.1
Land Rover	Freelander (1998-2006)	5x114.3	64.1
	Freelander II (2006-)	5x108	63.4
	Range Rover II P38 (1995-2002)	5x120	70.1
	Range Rover Sport (2005-)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002-)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990-2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
MG	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992-2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989-1992)	5x114.3	66.1



	350Z (2002-2009)	5x114.3	66.1
	370Z (2009-)	5x114.3	66.1
	GT-R (2008-)	5x114.3	66.1
	Juke (2010-)	5x114.3	66.1
	Micra (1993-2003)	4x100	59.1
	Micra (2010-)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989-2002)	5x114.3	66.1
	Sunny (1991-1995)	4x100	59.1
<b>Peugeot</b>	106 (4 stud 1992-2005)	4x108	65.1
	107 (2005-)	4x100	54.1
	205 (1986-1996)	4x108	65.1
	206 (1998-2009)	4x108	65.1
	207 (2006-)	4x108	65.1
	207CC (2007-)	4x108	65.1
	306 (1993-2001)	4x108	65.1
	307 (2001-2009)	4x108	65.1
	406 (1995-2004)	4x108	65.1
	406 Coupe (1996-2005)	4x108	65.1
<b>Porsche</b>	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976-1987)	4x108	57.1
	928 (1978-1995)	5x130	71.6
	944 (1987-1991)	5x130	71.6
	Boxster (1996-)	5x130	71.6
	Cayenne (2002-)	5x130	71.6
	Cayman (2004-)	5x130	71.6
	Panamera (2009-)	5x130	71.6
<b>Renault</b>	Clio (1990-)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996-2008 )	4x100	60.1
	Megane 3 (2008-)	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
<b>SEAT</b>	Arosa	4x100	57.1
	Ibiza (2002-2008)	5x100	57.1
	Ibiza (2008-)	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005-)	5x112	57.1
	Leon (-2005)	5x100	57.1
<b>Skoda</b>	Fabia	5x100	57.1
	Octavia (2005-)	5x112	57.1
	Octavia (-2005)	5x100	57.1
	Superb	5x112	57.1
<b>Subaru</b>	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
<b>Suzuki</b>	Swift (2005-)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
<b>Toyota</b>	Celica (-1999)	5x100	54.1
	Corolla (1987-2007)	4x100	54.1
	Corolla (2007-)	5x114.3	60.1
	MR2 (2001-)	4x100	54.1
	MR2 (-2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

<b>Vauxhall</b>	Astra F, G (1991-2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998-2004)	5x110	65.1
	Astra H (2004-2009)	4x100	56.6
	Astra H 5 stud (2004-2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993-) 4 stud	4x100	56.6
	Corsa C, D (2000-) 5 stud	5x110	65.1
	Insignia (2008- )	5x120	67.1
	Nova A (1982-1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
<b>Volkswagen</b>	Amarok (2010-)	5x120	65.1
	Bora (1998-2005)	5x100	57.1
	Caddy (1996-2003)	4x100	57.1
	Corrado (1988-1996)	4x100	57.1
	Corrado VR6 (1991-1996)	5x100	57.1
	EOS (2006-)	5x112	57.1
	Fox (2005-)	5x100	57.1
	Golf 1, 2, 3 (1979-1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991-1997)	5x100	57.1
	Golf 4 (1997-2004)	5x100	57.1
	Golf 5, 6 (2003-)	5x112	57.1
	Jetta (1985-1991)	4x100	57.1
	Jetta (2005-)	5x112	57.1
	Lupo (1998-2005)	4x100	57.1
	New Beetle (1998-)	5x100	57.1
	Passat (1983-1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996-)	5x112	57.1
	Phaeton (2002-)	5x112	57.1
	Polo (1994-2001)	4x100	57.1
	Polo (2001-)	5x100	57.1
	Scirocco II (1981-1992)	4x100	57.1
	Scirocco III (2008-)	5x112	57.1
	Touareg (2002-) diesel	5x130	57.1
	Touareg VR5 TDI (2002-2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003-)	5x120	65.1
	Vento (1992-1998)	4x100	57.1
	Vento VR6 (1995-1998)	5x100	57.1
<b>Volvo</b>	340	4x100	52.1
	C30 (2006-)	5x108	63.4
	C70 (1998-2006)	5x108	65.1
	S60R (2003-2010)	5x108	65.1
	S70 (1997-2000)	5x108	65.1
	S80 (1998-2006)	5x108	65.1
	V70 (2007-)	5x108	63.4







# PVS

THE PERFORMANCE  
VAUXHALL SHOW

**BOOK NOW!**  
**Early Bird Offers!**

ADULT DAY TICKET: £25\* including  
souvenir show magazine  
ADULT WEEKEND CAMPING TICKET:  
£37\* including PVS hoodie  
and souvenir show magazine

**SUNDAY 24TH JUNE 2018**  
**SANTA POD RACEWAY**



**VISIT [WWW.PVSHOW.CO.UK](http://WWW.PVSHOW.CO.UK)**

- ALL-DAY QUARTER-MILE ACTION ● CLUB SHOOTOUTS
- THOUSANDS OF VAUXHALLS ON DISPLAY
- LIVE ENTERTAINMENT ● RETAIL VILLAGE

PERFORMANCE  
**VAUXHALL** **FAST** car      **K-SPORT**

Book online at [www.pvshow.co.uk](http://www.pvshow.co.uk). Advance tickets £25 (\*£2 booking fee applies). Tickets on the gate £25. FREE entry for TWO children aged 14 and under when accompanied by a paying adult. Any additional children will be charged at £5 each. All attractions subject to change. Warning: motorsport can be dangerous. Advance bookings close midnight Saturday 23rd June 2018. Early bird ticket offer closes Monday 22nd May 2018. Venue: Santa Pod Raceway, Airfield Road, Podington, Wellingborough NN29 7XA.



Words & Photography Dino Dalle Carbonare

# SOCIAL MIURA

*If the name of the game is  
getting attention, Liberty Walk  
would be the champions...*



## WHAT'S HOT

**BE INSTA FAMOUS** Forget the sea of hashtags you put after your Instagram posts in the hope of getting a couple more likes from strangers. The real way to cause a stir on social media is by doing something genuinely bonkers – as proven with this Miura! There are other ways to get attention, of course. How about spraying your car pink with rattle cans and driving it up a mountain (don't do that)? Or more realistically, you could keep working hard at making it into a killer show car and watch the love naturally pour in from every corner of the cyberworld. The choice is yours...



## WILD CARD: 'LAMBO' MIURA



"An Italian classic mated to Japanese Shakotan and Kaido Racer influences topped up with SSR MKIII wheels"



Japan as a society can be pretty tough. Imagine a place where standing out is looked down on, where attempting to be an individual is met with judging eyes. It's all about fitting in with a specific group, abiding by the social constraints and traditions that have helped shape the country. And the best thing of all is, they've got it down to an art form. Being part of the system is how you are rewarded in the workplace, follow the guidelines and work as one with your fellow colleagues and one day, you will be rewarded. With retirement. But then there's life outside of the work place, outside of the lemming-like culture you are forced to endure. That's why people transform on the weekend or on their time off, a short amount of time where one can be his own person, indulge in hobbies that bring him or her passion. It's as if people hang up the drab grey suits and formal attires and make a drastic change to who they really are. And that's where Kato-san at Liberty Walk comes in.

Kato offers the impossible. A way to stand out. To be seen and noticed. If you belong to that unique group of people who believe owning a GT-R, an M3 a Ferrari or a Lamborghini even is just not enough any more, then Liberty has got you. They will sell you a dream, a transformation for your car, the same transformation you go through from your day-to-day self to your weekend self.

Overfenders are at the core of what this Nagoya-based shop has been doing for the last five years or so, but this year Kato has stepped his game up. He knew that showing up to Tokyo Auto Salon with new wide body kits for the Aventador, the R35 GT-R and the Lexus LC was just not going to cut it. People expect that from him. So he needed to top all of this with one car that would be the automatic show stopper. The car that everyone would instantly be sharing and talking about over social media.



*Custom exhaust manifolds and an exhaust system by Wolf. Phwoooooarrrrr*

That's why he did something he's never done. He created a one-off car. A known, recognised and much-loved classic but one that was unmistakably his own work: the Liberty Walk Lamborghini Miura.

Cue the turntable cartridge ripping across a record sound... A Miura? Did he really cut up a multimillion pound collectable? I'd love to say yes, just so all the smug purists would go off and announce to the world how sacrilegious it all is. But the base car isn't the real deal, it's in fact a GTD Ford GT kit car. Kato picked it up a few years back and once he decided what he wanted to do with it, sent it off to his friend to have the custom one-off Miura cowls hand-shaped in FRP. Connoisseurs will instantly see it's not the real deal, but for most people it's close enough and hits you with the sort of presence that leaves you standing there with your mouth wide open.

Once the Ideal air bags are aired out the Miura's roofline sits at just 32.2 inches tall, the slammed look further enhanced by the way the screwed-on flares and the stretched tyres sit. We maybe





A Ford Motorsport  
302ci V8 crate engine



## WILD CARD: 'LAMBO' MIURA



GT40 replica dash and MOMO steering wheel



witnessing a first: an Italian classic design mated to Japanese Shakotan and Kaido Racer influences topped up with SSR MKIII wheels.

On paper it just doesn't make any sense, but the execution is something else. Much like the baby-blue Ken Meri Skyline he built a few years back with Mizuno Works and last year's RX-3, the Miura was supposed to be the latest addition to Kato's own personal collection. But ever since the unveiling at the Tokyo Auto Salon in January, they've been flooded with offers from people wanting to buy the car.

Under the rear cowl, that also sports an integrated ducktail spoiler to add extra theatre to the Miura's sleek profile, sits an old Ford Motorsport 302ci V8 crate engine. It would have been far cooler to feast one's eyes on a transversally mounted Lamborghini V12, but the longitudinal Ford lump is what the GTD kit came with. Kato spiced it all up with a set of custom exhaust manifolds and exhaust system by Wolf. Not a single silencer or catalyst to be seen.







“Not a single silencer or  
catalyst to be seen”





## WILD CARD: 'LAMBO' MIURA

*An integrated ducktail spoiler adds theatre to the sleek profile*



Balancing out the angry exhaust note is a quartet of Weber carburettors which are as beautiful to look at as they are at keeping the V8's thirst for unleaded at bay. Swing open the driver's side door and you realise this car isn't exactly for everybody. Looks aside, space in the two-seater cockpit is very limited, anyone over 6ft would never be able to squeeze in there, and if you are carrying a few extra pounds you can forget about it. That said the layout is obviously inspired from the GT40 and that's a good thing as it has the sort of right vintage look. We particularly liked the reversed gear pattern on the sill-mounted open-gate shifter.

It all fits so beautifully with everything Liberty Walk stands for. If you must stand out, there is no better person to go to with your needs than Mr Kato. But how is he gonna top this one? **FL**



## TECH SPEC: MIURA REPLICA

### CHASSIS

Ford GT Development (GTD) Ford GT40 replica.

### ENGINE

Ford Motorsport 302ci V8; Weber carburettors; one-off Wolf headers and exhaust system.

### SUSPENSION

Ideal air suspension; modified lower arms.

### WHEELS & TYRES

SSR MKIII 15x10in -20 (front); 15x12in -60 (rear); 60mm front spacers; 90mm rear spacers; Yokohama Advan A050 205/50R15 (front), 225/50R15 (rear).

### EXTERIOR

Custom Lamborghini Miura cowl; Liberty Walk overfenders, Liberty Walk front lip spoiler, Liberty Walk ducktail spoiler, Vitaloni Sebring mirrors.

### INTERIOR

Liberty Walk roll cage; GT40 replica dashboard; MOMO steering wheel.



*Custom Lamborghini Miura cowl; Liberty Walk overfenders, Vitaloni Sebring mirrors*





**JAPFEST**  
DONINGTON



SATURDAY 30TH JUNE 2018 | DONINGTON PARK

**JAPFEST.CO.UK**

BOOK THE **ENTIRE WEEKEND**  
FOR JUST **£36\***

**TRAX**  
**DONINGTON**

**SUNDAY 1ST JULY 2018**  
**DONINGTON PARK**



**UNBEATABLE WEEKEND  
SAVINGS**

**ADVANCE DAY TICKET £20\***  
INC SHOW T-SHIRT & SOUVENIR MAGAZINE!

**ADVANCE WEEKEND TICKET £36\***  
INC SHOW T-SHIRTS, SOUVENIR MAGAZINES  
& JAPFEST ENTRY!

VISIT **TRAXSHOWS.CO.UK**

**EASY** **BMW** **FAST** **fastford** **VAUXHALL** **Banzai** **GOODRIDGE** **K-SPORT** **HARDRACE** **50 FORGED** **BC** **SUSPENSION SYSTEMS**



Book online at [www.traxshows.co.uk](http://www.traxshows.co.uk). Advanced tickets £20 with t-shirt & souvenir magazine. Weekend ticket including 2 show t-shirts, 2 souvenir magazines & Japfest entry £36. Additional £14 for camping. £2 booking fee applies. Tickets on the gate £22. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. Warning motorsport can be dangerous. All attractions are subject to change. Ticket offer expires Monday 4th June. Advanced ticket booking closes midnight Friday 29th June (Japfest) and Saturday 30th June (TRAX)



Rockingham

# TRACK DAYS

**R** | TRACK  
DAYS

- Open Pit Lane
- Taster Sessions
- Wet Grip Handling
- Evening Track Time
- Driver Tuition
- Helmet Hire



**GET ON  
TRACK FROM £40**

## TRACK DAY DATES 2018

\*Evening track sessions available.

Dates could be subject to change.

**January** - Saturday 27th  
**February** - Saturday 24th  
**March** - Sunday 18th  
**April** - Sunday 1st

**April** - Saturday 21st  
**May** - Thursday 3rd\*  
**May** - Friday 25th  
**June** - Thursday 7th\*

  RockinghamUK  
 rockingham\_circuituk

**01536 500500**  
**www.rockingham.co.uk**



# "LET THE RACING DO THE TALKING"

# DOORSLAMMERS

PRESENTED BY **RED ZONE SPORTS**.BET/SANTAPOD



**19-20 MAY 2018**

- DOOR CARS ONLY
- INTERNATIONAL RACING CAR COMED
- HEADS UP RACING IS A SHAKEN
- RANDOM PAIRINGS DRAWN OUT OF A HAT
- QUALIFYING IS TO MAKE THE FIELD ONLY
- PRO TREE (EXC. BRACKET)



**VP RACING FUELS PRO DOORSLAMMER**  
Anything goes with a whopping £20k prize fund available for the fastest doorslammers in Europe bar none.

## PRO STREET

Tax & MOT required here but anything goes aside from that. £10k on offer for these jaw dropping street cars.



## TRUE STREET

Limited to cars with the original, unmodified 'Chassis' only with tax & MOT on DOT approved tyres. This will surely be the toughest class to call - £10k prize pot.



## FWD

FWD cars only, everything else is unlimited. The times here should be record breaking. Big entries expected for a share of the £5k prize fund.

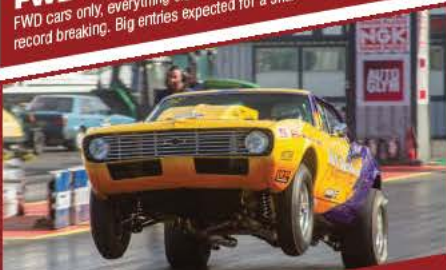


## 4 CYLINDER

Up to 4 Cylinders only (including electric cars), expect to see the benchmark here well under 10 seconds, £5k prize pot on offer.

## 6 CYLINDER

Unlimited class for 5-6 cylinder cars to include all rotaries, expect to see a heavy Japanese theme here, £5k up for grabs.



## BIG BRACKET

1 complete race each day with £10k on offer EACH DAY. Dial ins from 6.99-11.99 only - no qualifying and random pairings makes this one of the most exciting bracket races around.

**Santa Pod Raceway**



Ticket Type	Adv*	Standard
Saturday	£14	£20
Sunday	£14	£20
Weekend	£25	£33

**WWW.THEDOORSLAMMERS.co.uk**

Santa Pod Raceway, Airfield Road, Podington, Nr. Wellingborough, Northants NN29 7XA. Signposted from J14/15 M1

\*Fees apply & advance prices available until Fri 11th May 2018, standard price thereafter. Gates open 8am each day or Fri 2pm for weekend ticket holders. Grandstand seats are FREE. See website for full T&C's.





## DAN SMITH'S R32 SKYLINE GT-R

**FC says** You know what we like more than an R32 Skyline? An R32 Skyline with 586 horses running to all four wheels, that's what! Dan's purple stunner here features some neat touches applied by the proud owner from top to bottom, to keep it looking and driving seriously fresh even in 2018. That big-power engine, for example, has been re-built with stronger forged pistons, H-beam con rods and ACL race bearings to ensure it can handle the extra boost those uprated HKS turbochargers now kick out.

It's not just the engine that's received a makeover, though. You've probably noticed the car's bright purple now, and also boasting a painfully rare Do-Luck body kit shipped over

from Japan. Setting it all off, the front wings, boot lid and bonnet have all been swapped-up for seriously functional-looking carbon fibre jobbies, too. Tasty!

Then there's those bang-on-trend 7Twenty wheels that're more concaved than a satellite dish, providing a nice bit of poke and offering up a much more aggressive stance in the process. Oh, and not to forget the fully re-trimmed and body-coloured leather interior, too...

It sounds like Dan's had his work cut out getting this mean machine to this frankly awesome stage, so we're hoping he's going to take some time to get out there and enjoy it over this show season. Nice work!

### SPEC: R32 GT-R

#### MAIN MODS

586whp forged engine; HKS turbos; Do-Luck body kit; carbon-fibre body panels; custom leather interior re-trim; 7Twenty Style 46 alloys; R33 GT-R Brembo brake conversion.







## CHRIS SAMUEL'S FIESTA ZETEC S

**FC says:** Pssst. We've got to let you in on a little secret: Chris' Mk6 Fiesta beauty here isn't the ST it might look like, but rather a diesel Zetec S!

There's still plenty to be impressed with though. First up, this little nipper serves as Chris' very first car. All those aggressive looks have come about by adding ST parts and a TRC front splitter.

As well as the colour-coded body additions, Chris has also got the car sitting a little closer to terra firma thanks to some lowering springs, as well as a set of 20mm wheel spacers out back for a little more poke on those stealthy black alloys.

The engine itself benefits from a subtle remap and a custom exhaust system, meaning that around 110bhp is now on tap – more than enough to have some real fun when put into such a flyweight package as this, we reckon!

### SPEC: FIESTA ZETEC S

#### MAIN MODS

ST side skirts and mirrors; TRC front splitter; colour-coded trims; custom exhaust system; engine remap; under-car neons; 45mm lowering springs.



## SAM MADDISON'S MK4 GOLF ESTATE

**FC says:** Sam's sumptuous more-door Golf here is living proof that sometimes less is more. Taking a now-fairly rare Estate version of the celebrated Mk4 platform and treating it to a list of some of the classiest mods known to man, this is undeniably one swanky station wagon.

Let's start with that suave colour the car's recently been sprayed in. Pinched from the brand-new Transporter vans, it sits beautifully against the car's curvy lines, don't you think? The body also boasts an R32-spec front bumper, Anniversary side skirts and a custom rear splitter to give off a little more of a purposeful look all-round, too.

The Golf was then dumped onto its belly thanks to a top-notch Air Lift Performance V2 air suspension system, set off with a slice of JDM in the form of Japan Racing alloys – a super cool touch, that.

But perhaps the pièce de résistance lurks inside, where you're greeted to some luxury red leather pews taken from a Merc E-Class. If James Bond drove a modified car...

### SPEC: MK4 GOLF

#### MAIN MODS

Full re-spray in VW Pure Grey; Golf R32 front bumper; Golf Anniversary Edition sideskirts; custom rear splitter; Air Lift V2 suspension; Japan Racing JR11 wheels; Mercedes E-Class red leather seats.

### SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) and we'll do the rest.



# ARSE END

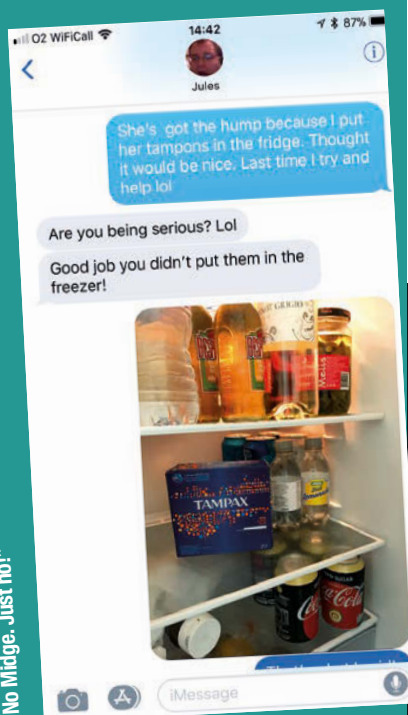
## Quotes of the Month:



**Jules:** "That's like nine weeks! It must be the longest you've ever gone without bugging off on holiday. What are you working on today anyway?"  
**Midge:** "Well, it's funny you should say that because..."



**Jules:** "You know when we were scrabbling around in the rain and snow the other week looking for a fitting to fix my air ride? Check this out..."  
**Midge:** "I bloody hate you Jules."



Text of the Month:  
 "No Midge... Just no!"



### Skiving Off Part 2

After the small one skilfully blagged a day off from the publisher last month by saying he needed to research "How Jack Dee would perform at this year's events". There's no way our Jules wasn't going to get in on that sort of whisky-drinking action!

So how's this for a statement on a holiday form? "To visit my important client Jack Ancoke. He's currently upside-down in a metal splint and can't get out the house until his fluids have been properly drained." Genius, is the only word for that shit...



### Top Giftage

If there's one thing our Midge hankers after it's a decent scrubber, especially one that, "goes like the fookin' wind and requires no hard work"

Now, we're not sure if this amazing Hurricane item from telly-shopping maestros JML is exactly what he had in mind, but he certainly seemed pleased with his bonus present from the boss. Julian, you really shouldn't have!



### Dying for a Pooh

You know the deep joy it brings to your heart when you're driving along in the middle of nowhere, seriously touching cloth, and you see a sign for a toilet? Well, that's not what happened here. Bad luck Midge, a crafty shit in the woods it is then!



### Face like Crimewatch

Hang on, is that some weird-looking homeless bloke trying to break into Glenda's house? Nope, it's actually Glenn looking at the wrong end of the camera while fitting his flashy new CCTV system. The things you have to do when you own an RS4 and a country pile, eh?



## TOP 5 VIDEOS

CHECK OUT MORE @ [WWW.FASTCAR.CO.UK](http://WWW.FASTCAR.CO.UK)



#### DAKAR SNAPPER

Think you've got what it takes to be a snapper on the world's maddest rally? Red Bull follow Marcelo Maragni... [www.fastcar.co.uk/videos/what-does-it-take-to-be-a-dakar-rally-photographer](http://www.fastcar.co.uk/videos/what-does-it-take-to-be-a-dakar-rally-photographer)



#### BEHIND THE SCENES AT TAS

Here's an awesome video from Toyo Tyres of the Tokyo Auto Salon – most of us will never get to see it, and by that we mean, it's totally empty. Mad. [www.fastcar.co.uk/videos/tokyo-auto-salon-2018-behind-the-scenes](http://www.fastcar.co.uk/videos/tokyo-auto-salon-2018-behind-the-scenes)



#### BIKE KILLER CIVIC

Just how mad is this super-lightweight, K20-powered, bike-killing EG Civic? We think very would probably be the word for it. [www.fastcar.co.uk/videos/k20-turbo-honda-eg-civic](http://www.fastcar.co.uk/videos/k20-turbo-honda-eg-civic)





## Breakfast of Champions

We've had quite literally an email this month asking how we tackle the most important meal of the day at FC Towers. Well, because Initial G is always 'working' from home and Glenda is a vegan (and we can't go condoning that sort of thing), we can only really comment on the dietary habits of Jules and Midge.

The big man likes a full greasy fry-up because apparently this lot is "totally free" on his special Slimming World diet (It is you cheeky fucker - Jules). Midge, on the other hand, prefers the more continental approach with eight Coca-Colas, four doughnuts, two bottles of white wine and 48 cans of Red Bull. Which certainly isn't free because he had to buy it in Asda.

So there you go. Any more silly questions? Feel free to get in touch.



## Ask the Expert

Now, we know it's rather unusual seeing our G in a nice motor... or leaving the house for that matter. But then again what can you do when your rather tasty sister-in-law is dropping a shed load on an AMG twin turbo Merc and needs a second opinion from someone who, and I quote, "Knows about cars"? Luckily all she really needed to hear was, "Yep, it's definitely a Mercedes". That's 25 years experience in car magazines talking right there.



## RWB PORKER BUILD

If you're the kind of fella who thinks it's far better to witness how things are done, rather than just see the finished article, you'd better check out this top vid. [www.fastcar.co.uk/videos/rwb-porsche-993-targa-widebody](http://www.fastcar.co.uk/videos/rwb-porsche-993-targa-widebody)



## THE GET LOW AUTO SHOW

The clue's in the title here... although the name doesn't mention that this takes place in the middle of a shopping mall too. As you do, like! [www.fastcar.co.uk/videos/get-low-auto-show-2018](http://www.fastcar.co.uk/videos/get-low-auto-show-2018)

## Quiz results from page 7:

### WORD SEARCH:

Monaco, Indianapolis, Le Mans, Pikes Peak, Dakar, and Daytona

Q1) OZ Racing Superleggera III  
Q2) Ferrari Testarossa  
Q3) Aston Martin Vanquish Zagato Volante



## BLAST FROM THE PAST - ISSUE 341 - SPRING 2014

### In this very issue four years ago...

- This issue was all about being balls-to-the-wall rapido
- Tom Barnes' mentalist MINI could hit 125 in 8.5 seconds and out-drag a Bugatti Veyron. Tom's pants were also made of steel
- As always Jules was loving the pink... er, at the Tokyo Auto Salon
- There's nothing like a cheeky Renault Sport Clio, especially this one. It's got a leathered engine bay for chuff's sake!
- Steve Soprano may have a thoroughly gangster name, but that's nothing compared to his rather hardcore Golf. With supercar-slaying performance, it's got the wheels to match too!
- Santa Pod opened its gates to everything fast and furious for their Paul Walker tribute show
- Midge says, even after all these years, Gianfranco Dini's 580bhp, Lambo V12-powered Fiat 500 is still his favourite retro ride of all time. Bonkers in every sense of the word





NEXT MONTH IN FAST CAR\* WE'RE GONNA TAKE YOU ON A JOURNEY...

# It's the Road Trip special, including:

*Top 10 Drivers' Cars for under 10K  
Great Drives to Europe's Best Events*



Out There:

## Ultimate Dubs

We hit Telford for the best VW show in Europe

Plus:

Product tests, Posters, Fast Projects, and loads more



## Feature Cars:

Mental Mazda RX-7

Twin Turbo 370Z

LB Works UK Lambo

Fresh Fiesta



#394 On Sale Friday 30 March



A dark grey BMW 4 Series Coupe is shown from a front-three-quarter view. The car features a large kidney grille, LED headlights, and multi-spoke alloy wheels. The license plate is FI JBL. The car is parked on a paved surface with green foliage in the background.

**EST. SINCE 1999**

A grid of 24 logos for various audio and video brands, including Pioneer, JBL, Kenwood, Alpine, JVC, Focal, and others.

020 8561 9485

● CAR AUDIO SECURITY, UNIT 6A BILTON WAY, UB3 3NF HAYES, UNITED KINGDOM ●



# Wolves don't lose sleep



## over the opinions of sheep.

The Rotiform MHG forged wheel is 100% designed, machined, finished and proudly built in our California headquarters. Our custom wheels are available in 14" through 26" diameters and engineered to fit any vehicle. To see more visit: [rotiform.com](http://rotiform.com)

# rotiform™

[rotiform.com](http://rotiform.com) / [fb: @rotiformwheels](https://www.facebook.com/rotiformwheels) / [ig: @rotiform](https://www.instagram.com/rotiform)